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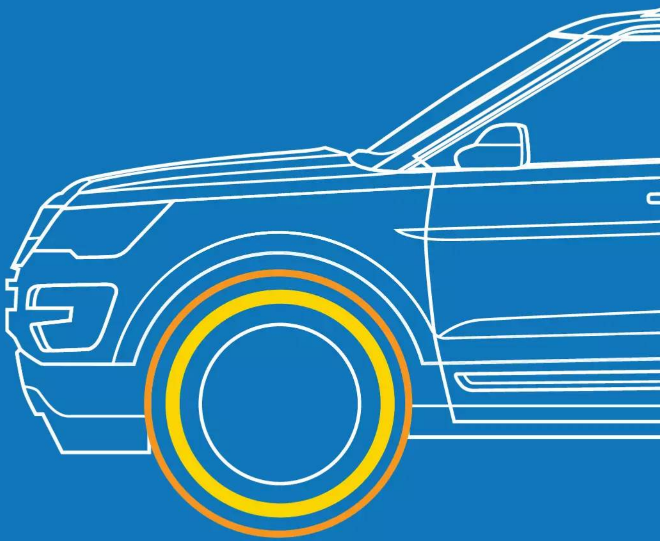

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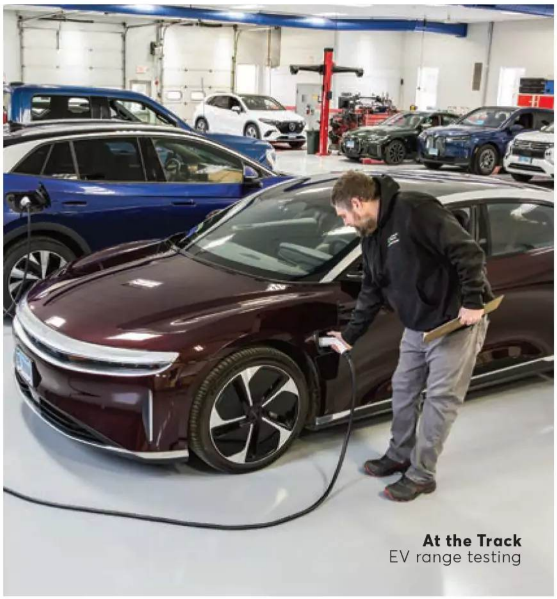
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What Makes CR a Trusted Source

IF YOU'RE READING THIS, you've already made two smart decisions: You plan to buy a used car, and you've asked CR's experts to help you choose the right one.

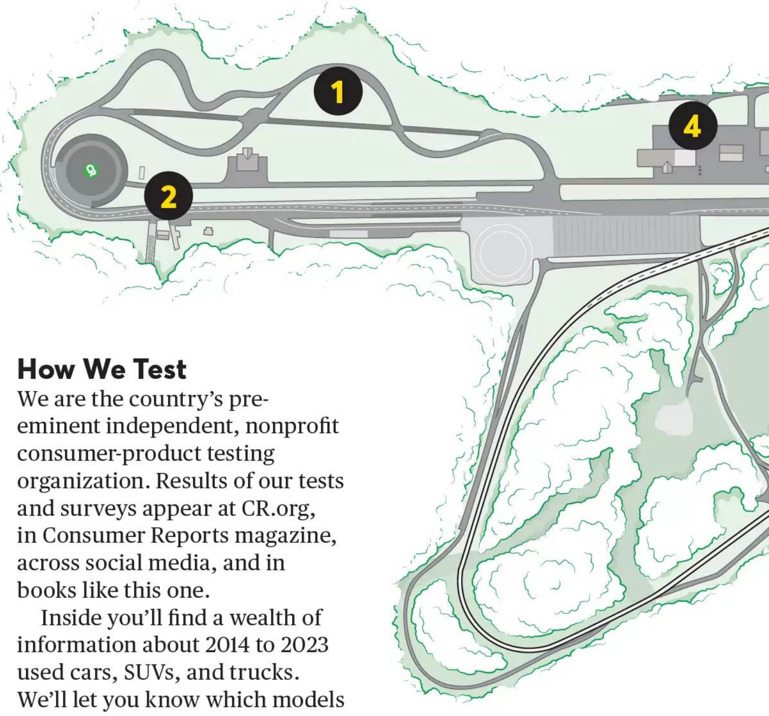
With our help you can find a used car with moderate mileage and in good condition at an attractive price. Buying used also means that you may be able to drive a car with more advanced safety features than you would find in a similarly priced new car. But it can be tough to find the one that will meet all your needs.

That's where we come in. Only CR has bought and tested more than 600 vehicles over the past decade, putting each one through more than 50 evaluations. And only CR conducts reliability and owner satisfaction surveys of its members, with data from the latest surveys on more than 330,000 vehicles.

About the only things you won't find here are car company advertisements. CR is a nonprofit organization, and we don't answer to automakers or dealers. We answer only to you, the consumer. Our experts give you tips on how to avoid buying a lemon (page 46), how to get the lowest interest rate on a car loan (page 60), and how to get the most money for your trade-in (page 90).

That way, we can help you make an informed buying decision, so you can get the right car at the best price.

PHOTO: JOHN POWERS CONSUMER REPORTS ILLUSTRATION: BROWN BIRD DESIGN



How We Test

We are the country's preeminent independent, nonprofit consumer-product testing organization. Results of our tests and surveys appear at CR.org, in Consumer Reports magazine, across social media, and in books like this one.

Inside you'll find a wealth of information about 2014 to 2023 used cars, SUVs, and trucks. We'll let you know which models are available and how they compare in performance, fuel economy, and safety.

We also give you expert advice on determining how much you can afford, the best ways to shop, and how to get the most for your money—even if you hate the haggling game.

Each year, CR conducts its exclusive member surveys for auto reliability and owner satisfaction, so you can trust us to tell you which cars to buy and which to avoid.

Situated on 327 acres in rural Connecticut, the Consumer Reports Auto Test Center is home to some 30 staff members—automotive engineers, auto writers and editors, technicians, analysts, and support staff. They take turns anonymously buying each of the 50 or so cars and trucks tested each year.

Most other car reviewers borrow cars from manufacturers to evaluate for a week. We drive each test car thousands of miles over several months.

Our evaluations consist of more than 50 individual tests. Some, such as those for acceleration, braking, and fuel economy, are objective, instrumented tests that require state-of-the-art electronic gear.

Others, such as assessments of seat comfort, ease of use of controls, and ride quality, are subjective and graded by a jury of veteran auto-test staffers. Each tester spends hours behind the wheel of each car, at our facility, in everyday driving, and on road trips and during travel with their families.

Separate evaluations cover controls and displays, cabin and trunk space, and vehicle fit and finish.

Our auto test track allows us to safely evaluate all cars under similar conditions and at their testing limits. It includes a 4,400-foot main straight that runs into a 3,500-foot handling course with undulating turns of varying radius and elevation.

We use dedicated lanes to test dry and wet braking, and for our emergency handling evaluations. Many trials are

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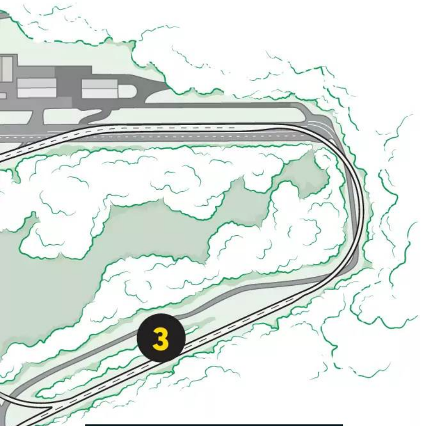

OUR 327-ACRE TEST TRACK

Evaluations are done at our Auto Test Center in Colchester, Conn.

1. Our 3,500-foot-long snaking road course lets us assess how well each vehicle negotiates corners.

2. We conduct panic-brake tests from 60 to 0 mph on both dry pavement and a wet surface.

3. This 1.5-mile loop allows us to test how advanced driver assistance systems deal with curves, split lanes, and exit ramps.

4. We have 21 EV charging stations on site, with more coming soon.

industry-standard tests, but some are unique to us:

Emergency-handling tests are twofold. One part involves driving the cars up to and beyond their limits on our road course. The other, a crash-avoidance course, simulates the maneuver needed to avoid hitting a child, an animal, or an object that suddenly appears in your lane of travel.

Our new 1.5-mile ADAS test loop allows us to safely evaluate the advanced driver assistance systems that can automate certain driving functions. The loop is designed to U.S. public roadway specifications and features curves, hills, lane merges, and exits.

To evaluate fuel economy, we first splice a precision fuel meter system into each car's fuel line. Then we conduct a stop-and-go city-driving circuit at the track and log highway fuel economy at a steady 65 mph on a straight stretch of public highway.

In addition to vehicles, we evaluate some products:

■ **Batteries** are rated in order of overall performance within group sizes and identify models that are sealed and maintenance-free. Learn more at **CR.org/carbatteries.**

■ **Tires** are run for thousands of miles to project tread life, just part of our exhaustive tests. We evaluate most common tire types, from all-seasons to ultra-high-performance and winter tires. Learn more at **CR.org/tires.**

■ **Child car seats** are evaluated in every car to see how easy it is to install a variety of seat types and get them cinched up securely. Crash-testing for child seats is conducted at an outside contract lab. Learn more at **CR.org/carseats.**

To see how CR tests cars, visit us at **CR.org/autotest.**

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Find the Right Vehicle for You

THE USED-CAR MARKET remains in a state of flux, though it's different than the past few years. Buyers have more choices than in 2022 and early 2023 and don't have to snap up the first vehicle they look at. But prices and interest rates remain high and the average loan length is between five and six years. That doesn't mean you're out of luck. With a little research and patience, you can find a safe and reliable vehicle that meets your needs. We'll show you how.

How to Start Your Car-Buying Journey

THE KEY TO MAKING the right choice is finding the vehicle that fits your priorities the best, such as price, fuel economy, safety, comfort, and reliability. While finding the right car might seem fun at first, it can get overwhelming real fast. That's where we can help. Our recommendations are based on hands-on testing, the largest pool of reliability data available, and our experts' accumulated knowledge. This chapter will guide you to the best models and steer you away from those that don't measure up.

The Used-Car Sweet Spot

With used-car prices softening in the past year, 3- and 4-year-old models remain the best values. That's because 1- and 2-year-old used cars still command a premium. With an older car, you'll pay less for collision insurance and taxes. Plus, it's already taken its biggest depreciation hit. You may even find a vehicle that still has warranty coverage left. Plus, you'll find a safer one than you'd be able to afford new.

But buying a used vehicle means looking for the right balance of value and risk. The following section presents some issues to consider.

- **Reliability.** One thing that has made used cars more appealing is their improved reliability. In Consumer Reports' recent Annual Auto Surveys, members reported about one-third fewer problems with 5-year-old cars than those of the same age in the 2015 surveys. Rust and exhaust-system problems are no longer common, and major engine and transmission problems have also decreased, making late-model used vehicles far less of a risk. When properly maintained, today's vehicles should easily surpass 100,000 miles without major work, and many could reach 200,000 miles.
- **Warranties and repairs.** Although used cars are more reliable than ever, maintenance and repair costs are still an important consideration—especially with luxury models.

As vehicles run out of warranty coverage, you can expect more problems as the years and miles pile up, as well as more costly ones. You'll have to budget for potentially costly repairs in addition to buying parts that become worn, such as tires, brakes, and batteries. But even if you replace all of those things the moment you buy a used car, you'll still save money over buying new.

There's always the risk that you'll buy a lemon. Even a model with a great reliability history could have been abused, neglected, or damaged by its owner. By following our tips and having the vehicle thoroughly inspected by a qualified mechanic, you can protect yourself from nasty surprises.

- **Depreciation.** Rapid depreciation is generally one disadvantage of buying a new car. Models lose almost 50 percent of their value during the first three years compared with around 21 percent over the next three, but that can vary.

Several factors determine depreciation, including the model's popularity, its perceived quality, and supply. The average depreciation on a $38,000 new car means that after three years it's worth only about $19,000—a huge hit.

Electric vehicles often take a major depreciation hit, losing more of their value than gas-only vehicles. If you're looking for a bargain, you might be able to find one on a used EV.

- **Interest rates.** Recent actions by the Federal Reserve to tame inflation continue to result in higher interest rates. For example, at the end of the fourth quarter of 2023, the national average interest rate for a new-car loan was 7.18 percent, according to Experian, the analytics and credit reporting company, while the average interest rate for a used-car loan was 11.93 percent. At the end of 2022, those rates were 6.08 percent and 10.36 percent, respectively.
- **Insurance and taxes.** You'll usually pay a bit less to insure a used vehicle than a new version of the same model. The same usually goes for the excise or wheel tax, if applicable.
- **Safety.** Many late-model used cars (between 2 and 6 years old) were available with rearview cameras, forward collision warning (FCW), automatic emergency braking (AEB), and blind spot warning (BSW) when new. Look for a vehicle equipped with some or all of these features.

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How Much Will It Cost?

You may already be dreaming of a model that caught your eye or features that will make your driving more pleasurable. But the first step in buying a car should be to estimate what price range you can afford. To do this, you need two pieces of information:

- **Down payment.** How much money can you pay up front in cash, with a trade-in, or both?
- **Monthly payment.** If you plan to borrow money, what's the maximum monthly payment you can afford?

You're likely to have to make a down payment on your loan. To minimize your overall cost, put down as much as you can afford, preferably at least 20 percent. A higher down payment reduces the amount of money you need to borrow, which lowers your monthly payments and reduces the amount of overall interest you'll pay.

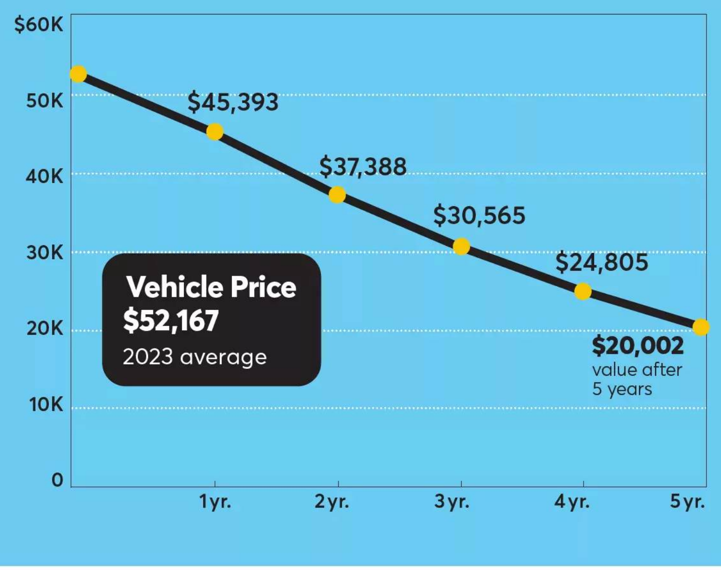
A down payment doesn't have to be all cash. If you already have a car, any trade-in allowance the dealer gives you for it can be credited toward your down payment. For a variety of reasons, a dealer might offer you very little for your trade-in and you'd be better off selling it privately or to another dealer. For instance, if your present car is old, in bad shape, or not in demand where you live, the dealer might plan to sell it on the wholesale market. If that's the case, expect a bottom-dollar offer because the car will change hands at least twice before it gets to the next retail owner—a situation we discuss in greater detail in Chapter 6, where we also offer advice on how to get the best price when selling your car.

- **How much can you afford?** A common rule is that your total monthly debt payments should be no more than 36 percent of your monthly gross income. Of course, less is always better, but by following this rule, you can use these steps to determine how much you can afford to spend:

• Figure out your monthly gross

CHECK YOUR CAR'S VALUE

Although prices remain high, cars still depreciate significantly over the first few years of ownership. That's often faster than your monthly payments can pay down the loan, so you owe more than the vehicle is worth. This chart shows typical vehicle depreciation based on the average price for a 2023 model, according to Kelley Blue Book. The average new car loses a little more than 40 percent of its value in three years.



income (your income before taxes and other deductions) and multiply it by 0.36.
- Itemize and total all your monthly payments, including your mortgage or rent, credit card bills, and other installment loans.
- Subtract the total of your monthly payments from the 36 percent figure.

For example, if your pretax annual income is $75,000, total debt payments should not exceed $27,000 per year. If your existing debt payments equal, say, $20,000 per year, you shouldn't exceed $7,000 annually, or $583 per month, for car payments.

That's just a starting point. What you may "qualify for" and can "afford" are different things. When you make a realistic assessment of all your monthly financial obligations—and consider that insurance, gasoline, electricity, and other running costs must be met—you may find that you have far less available for a car loan than you thought.

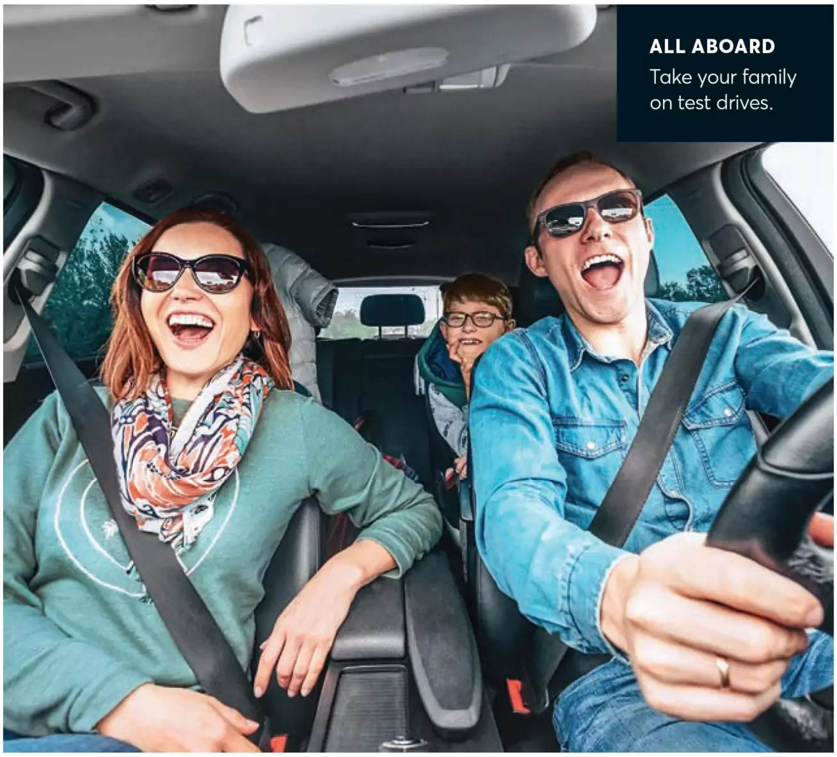
By knowing your down payment and monthly payment, along with a typical interest rate and the number of years you're willing to make car payments (the term of the loan), you can calculate the price of the vehicle that you can afford and the loan amount for which you'll need to qualify. For more about auto financing, see Chapter 4.

WHAT CAN YOU AFFORD?

36%

Your total monthly payments should never exceed this percentage of your gross monthly income.

In addition, you need to think about other costs, such as sales tax, registration fees, and insurance premiums.


ALL ABOARD
Take your family on test drives.

Taxes and registration fees can increase your out-of-pocket cost by 10 percent or more. Driving a car that's worth more than your current one will cost extra in insurance. Before getting too far into the buying process, check with your insurance agent or get insurance quotes online so that you understand what you're getting into.

Focus on Your Needs

Begin by asking yourself some basic questions to find models that excel in the areas that matter to you.

■ **How many people will you carry?** Most vehicles will accommodate five people, although the center-rear position is often cramped. If you need room for more people, consider buying a minivan or a midsized or large SUV, which will be able to carry seven or eight people. Keep in mind that the third-row seats in most midsized SUVs are more appropriate for children.

If you drive with kids in car seats, read our detailed reviews at **CR.org** to see just how easy it is to install them and how many can safely fit across one row. Car seats might overlap another seating position, rendering it useless.

Many two-door coupes provide seating for four people, but the rear seat is often very tight, uncomfortable, and awkward to access.

■ **How much cargo do you carry?** If you regularly carry large items—such as camping or sports equipment—a minivan, an SUV, or a wagon may be suited to your needs. Their sizable cargo areas can be enlarged by folding down or removing the rear seats. Keep in mind that carrying passengers in a third-row seat significantly reduces the room for cargo.

A pickup is useful if you often carry dirty, heavy loads. A crew cab, with two sets of full doors and two regular rows of seats, is popular because it can seat as many people as a sedan.

Most car trunks accommodate a reasonable amount of luggage, but if you carry more cargo or longer items, make sure the rear seatbacks can fold

PHOTO, THIS PAGE: ADOBE STOCK. PHOTOS, FACING PAGE: JOHN POWERS/CONSUMER REPORTS

MAKE SURE THE CAR FITS YOU

Before you buy, check that you can get comfortable, reach the controls, and see out.

Most vehicles are supposedly designed for a wide range of body types, but many don't accommodate short or tall drivers very well. The shortest tester on our staff is 5 feet, 1 inch tall; the tallest is 6 feet, 2 inches. So we take their experiences into account. To find out which ones are better or worse, we took a look at the scores of recently tested models that are relevant to late-model used cars and equivalent designs. We focused on ratings for seat comfort, driving position, access, and all-around visibility. A few cars were rated very highly by both tall and short testers. Families with different-sized drivers might consider the BMW X5 or Volvo XC90. Several models, including the Jeep Wrangler, Mazda MX-5 Miata, Mitsubishi Mirage, Nissan Z, and Toyota Tacoma, don't serve tall or short drivers well. In sports cars like the Z and Miata, tall people might hit the roof and short people might not be able to reach the clutch comfortably without compromising their driving position.

FOR SHORT DRIVERS

10 BEST CARS

BMW 7 Series
BMW X3
BMW X5
Honda Odyssey
Lexus ES
Lexus RX
Subaru Forester
Subaru Outback
Volkswagen Tiguan
Volvo XC90

10 WORST CARS

Chevrolet Camaro
Chevrolet Colorado
Dodge Challenger
Jeep Renegade
Jeep Wrangler
Mazda MX-5 Miata
Mitsubishi Mirage
Nissan Titan
Nissan Z
Toyota Tacoma

BMW 7 Series

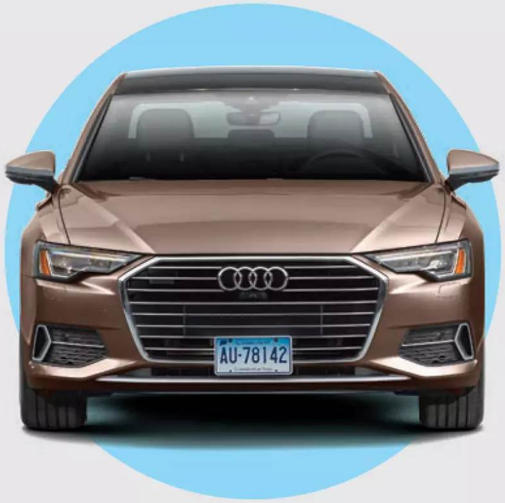
FOR TALL DRIVERS

10 BEST CARS

Audi A6
Audi A8
Audi Q7
BMW 7 Series
BMW X5
Genesis G90
Honda Pilot
Land Rover Range Rover
Porsche Cayenne
Volvo XC90

10 WORST CARS

Chevrolet Bolt
Chevrolet Camaro
Honda Insight
Hyundai Veloster
Jeep Wrangler
Mazda MX-5 Miata
Mitsubishi Mirage
Nissan Z
Porsche 718 Boxster
Toyota Tacoma



Audi A6

down, enlarging the trunk area.

If you prefer a smaller car with cargo-carrying ability, consider a hatchback. It often has more interior space than a car with a trunk, it's even more versatile with the rear seats folded down, and the hatch makes it easier to get large items in and out.

■ **How do you like to drive?** If you're an enthusiast who wants to feel the road and be one with every part of the driving experience, then quick acceleration, crisp handling, and responsive steering will probably be high on your priority list.

Even more practical choices may still have a stiff, sometimes uncomfortable ride.

Maybe you prefer a softer ride, luxurious seats, convenience features, and isolation from the outside world. Luxury vehicles, from family sedans to SUVs, deliver that experience.

Perhaps you need only basic transportation—a comfortable, reliable, fuel-efficient commuter. Though on paper a number of models fill this need, it's still important to do your research. Within a given price range, there are big differences in fuel economy, comfort, and overall value.

Even if you aren't an enthusiast, it's important to remember that a car that handles well isn't just about sporty driving. A vehicle with sharp reflexes can help you retain control in an emergency situation, such as swerving to avoid an obstacle or another vehicle.

The best way to gauge the driving experience is to narrow your list by reading the vehicle reviews that begin on page 96, then do a thorough test drive.

■ **Fuel economy vs. performance.** Many automakers offer several powertrain choices for each model, but which is best for you depends on your priorities. Do you want a higher-performance vehicle or something more economical?

Smaller vehicles and many midsized models offer four-cylinder engines, which usually provide the best fuel economy but might lack the power or smoothness of a six-cylinder. Automakers continue to squeeze more power out of smaller engines. Turbocharged four-cylinders are in many vehicles, from small hatchbacks to sports cars to SUVs. They deliver more power than you might think, often with much better fuel economy than a larger engine provides.

Six-cylinder engines, available in midsized and larger models, are quieter and smoother than four-cylinder engines.

Eight-cylinder engines usually deliver lots of power but also return the lowest gas mileage. They're becoming increasingly rare, with the exception of a few luxury cars and pickups.

Hybrids have returned some of the best overall fuel-economy figures in our tests. They provide better fuel economy than a similar-sized conventional vehicle, and many now drive better than their non-hybrid counterparts. Older hybrids that have performed well in our fuel-economy tests include the 2015 Honda Civic and Accord, and 2017 Lexus CT (40 mpg); 2019 Chevrolet Malibu (41 mpg); 2017 Kia Niro EX (43 mpg);

TOP USED CARS FOR TEENS

These cars, minivans, SUVs, and pickup trucks all meet our safety, reliability, and performance criteria.

Buying a car for a new driver can be a balancing act between getting a model you can afford and finding one that's safe and reliable.

Your best bet is to buy the newest, most reliable model with the most safety equipment you can afford. Don't even consider a car that doesn't have side and head-protection curtain airbags, and if you can reach a little deeper into your pocket to get a car equipped with automatic emergency braking (AEB), so much the better. The lifesaving assistance these systems can provide is worth every penny in an emergency situation, and they can be especially beneficial to an inexperienced driver.

The list here includes models that are safe; performed well overall in our tests; have proved to be reliable, according to our Annual Auto Surveys; and have a good or acceptable rating in the IIHS driver's-side small-overlap front crash test.

In addition, this list excludes vehicles that have substantially higher than average insurance claim rates under medical payment, personal injury protection, or bodily injury liability coverage.

We don't recommend any large pickups or SUVs because they don't handle or brake as well as smaller vehicles.

Sports cars increase the risk of speeding and have a higher death rate than all vehicles. Consequently, they carry tuition-sapping insurance premiums.

Keep in mind that every used car has been treated differently. The older a car gets, the more its care and maintenance history affect its overall performance and reliability. That's why it's important to get a used car inspected for any problems before you buy it.

To help you find the best vehicle for a teen driver, we've curated this list of cars that are particularly suitable for them. For an expanded list and more information on teen car safety, go to **CR.org/teens**.

PHOTO, FACING PAGE: ADOBE STOCK

2020 Hyundai Sonata (44 mpg); 2018 Accord and Toyota Camry (47 mpg); 2016 Toyota Prius (52 mpg), and 2019 Honda Insight (54 mpg).

The 2019 Lexus UX 250h, 2019 Toyota RAV4, and 2021 Toyota Venza have the best fuel economy of any older hybrid SUVs in our tests, at 37 mpg overall. The 2020 Toyota Highlander's 35 mpg overall is the best of any three-row SUV.

Finally, electric cars continue to hit the used-car market. If they meet your needs, they can be a great value, especially if you can get a tax credit that lowers the purchase price.

For more information, turn to Chapter 2, "Stretch Your Fuel Economy," beginning on page 28.

▪ **Transmission types.** Automatic transmissions are the overwhelming choice of American car buyers. Automatics with six or more gears are common because they can wring out more miles per gallon, as well as make for smoother, quieter power delivery.

Another type of automatic is a continuously variable transmission. A CVT doesn't have a set number of gears, but it can constantly vary between its highest and lowest ratios for optimal fuel economy and performance.

A sequential-shift or dual-clutch transmission is a computer-shifted manual transmission that works like an automatic, but it shifts faster and provides the sporty shift feel of a manual.

These transmission styles often feature a manual-shift mode, which is marketed as a way of adding some fun to driving a car with an automatic. It can be handy when driving in hilly or mountainous areas because it provides more control when shifting down on long descents, and it allows drivers to select a lower gear in winter conditions. A few automatics and CVTs have a winter mode, where the transmission adjusts to lower engine speed and improve traction on slippery surfaces.

While manual transmissions can be more engaging for drivers, they're no longer an option on many vehicles. Nor do they offer a big fuel-economy advantage over the newest automatics.

▪ **2WD, AWD, or 4WD: How much traction do you need?** Most vehicles use two-wheel drive, where power is sent to the front or rear wheels. Front-wheel drive is used in most cars, wagons, minivans, and 2WD versions of car-based SUVs, and leaves more room inside for passengers and cargo. It's better than rear-wheel drive in slippery conditions because more weight is on the drive wheels.

Rear-wheel drive places less demand on the front wheels, allowing them to be used primarily for steering. This configuration is commonly used in pickups and truck-based SUVs made to handle heavy-duty chores such as towing. But it's also popular in sports cars and high-performance sedans because it helps improve handling.

Traction control, a common standard feature, helps maximize traction at the drive wheels by preventing wheel spin. It's particularly useful when accelerating on a wet, snowy, or icy surface. But if no drive

RECOMMENDED VEHICLES

BMW 3 Series sedan (2016)
Chevrolet Equinox (2017)
Acura RDX (2016 or newer)
BMW 3 Series (2017 or newer; built after 11/16)
Ford C-Max Hybrid (2014-16)
Honda CR-V (2015 or newer)
Honda HR-V (2017 or newer; built after 3/17)
Hyundai Genesis (2016)
Hyundai Santa Fe Sport (2018)
Kia Niro Plug-In Hybrid (2018)
Mazda3 (2014-20; built after 10/13)
Mazda6 (2014-18)
Mazda CX-3 (2016, 2019)
Mazda CX-5 (2014 or newer; built after 10/13)
Nissan Murano (2015 or newer)
Subaru Forester (2018 or newer)
Subaru Impreza (2018, 2022; non-WRX)
Subaru Legacy (2013-21; built after 8/12)
Subaru Outback (2015-18, 2022)
Toyota Avalon (2015 or newer)
Toyota Highlander (2014 or newer)
Toyota Prius (2014; built after 11/13)
Toyota Prius V (2015-17)
Toyota RAV4 (2015 or newer; built after 11/14)
Toyota Sienna (2015-20)
Toyota Tacoma extended cab or crew cab (2016 or newer)
Volkswagen Passat (2017)
Volvo XC60 (2013, 2017)

wheel has grip, traction control won't help. In wintry conditions, a 2WD vehicle with traction control will have more difficulty getting up a slippery slope than one with AWD or 4WD.

All-wheel drive feeds power to all four wheels. It provides maximum forward traction and is especially helpful in slippery conditions and when driving over mild off-road terrain. AWD is also helpful in rapidly changing conditions or when driving on a road with intermittent snow and ice. Its relatively light, compact design makes it the system of choice for many vehicles.

Although 4WD and AWD are often used interchangeably in advertising and brochures, the major difference is that 4WD incorporates low-range gearing. That helps in more challenging off-road conditions, such as traversing rocks or deep water, or tackling steep off-pavement hills. But a majority of 4WD vehicle owners never come close to needing this capability.

Modern four-wheel-drive systems are either full-time—engaged all the time—or automatic, where the vehicle switches between two- and four-wheel drive depending on the conditions.

Some pickups and truck-based SUVs use part-time 4WD systems. These require the driver to select the drive mode with a switch, knob, or gear lever, limiting the vehicle's ability to provide optimum traction when conditions suddenly change. In addition, they can't be driven on dry pavement in 4WD mode without running the risk of severe drivetrain damage. Remember: AWD and 4WD systems add weight to a vehicle, hurting fuel economy.

Making the Final Cut

When you know your price range and the type of vehicle that interests you, and you've used our tools and comparison charts to find models that meet your requirements, it's time to narrow the candidates to a few promising models that are worth spending the time to test-drive.

Gather as much information as you can to compare each vehicle in important areas such as driving experience, reliability, fuel economy, safety, and features.

But just as cars can vary greatly in quality, so can sources of information. The following pages will help you assess what's available.

- **CR's reviews.** You can get started by reading the summary reviews in the vehicle reviews that begin on page 96. CR Digital or All Access members can also see our full road-test reports and generation summaries at **CR.org**. You can see when a model has had a major redesign by checking its profile in this publication.

Few organizations other than CR purchase their vehicles and conduct their own instrumented testing, which allows more accurate comparisons of different vehicles.

The key is to find reviews that are in-depth enough to give you a good, solid overview of the car and cover the aspects that are most important to you.

- **CR road-test reports.** Consumer Reports maintains road-test ratings on groups of competing vehicles in a similar price range and category. That way, once you've decided on the type of vehicle you want, you can easily compare models within a particular vehicle class.

You can compare vehicles by arranging test drives of the same class of vehicle one after the other. Take notes

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SAFETY FOCUS
The IIHS and NHTSA conduct crash tests on most vehicles.

PHOTO: IIHS

on areas of special interest to you, such as seat comfort and driving position, and the presence or absence of features you like, such as heated seats, leather trim, and lots of cargo space.

- **CR owner satisfaction data.** Though user reviews provide some helpful information, each year our members give us detailed feedback on their satisfaction with the vehicles they own. Our owner satisfaction ratings are unbiased and are based on hundreds of thousands of member reports, as part of our Annual Auto Surveys. For more information, see page 22.
- **Other sources of reviews.** To get an in-depth perspective on a model, it's important to read reviews from sources you trust. Good ones can tell you how a vehicle handles, accelerates, and brakes, and how comfortable and user-friendly the interior is. They also highlight shortcomings and deficiencies you might overlook. Because different sources have varying points of view, we recommend reading several of them.

There's no shortage of reviews of older vehicles that were written when the cars were new. Plus, the review for a new model will often be applicable to a late-model used version.

Whether they're streamed or printed, keep in mind that most car reviews are supported by advertising and based on borrowed cars. Those reviewers might not want to offend the companies that advertise with them or lend them vehicles. Plus, vehicles are specially prepped before they're delivered to reviewers, and they're usually only well-equipped ones. So although you can get insight into a vehicle's performance and driving character from those reviews, you'll seldom find hard-hitting criticism or an in-depth exploration of safety or reliability concerns, and the commentary may be based on a higher trim level than most people buy.

Auto-enthusiast publications tend to focus on a vehicle's performance attributes, often at the expense of more everyday concerns such as safety, reliability, and fuel economy.

THE MOST IMPORTANT CONSIDERATION

The more reliable a car is, the more you're likely to be satisfied with it over the years, and it can significantly influence resale value when you're ready to replace it.

YouTube videos and other video reviews can give an in-depth look at the ins and outs of a new car, but remember that some are created by amateurs and reviewers with limited automotive experience. Some of these "reviewers" may actually work for a dealer or be paid directly by car companies, or they might try to get more viewers by intentionally offering outrageous opinions.

User-review sites are different in that their reviews have been submitted by owners. You can find a range of topics, from car-buying experiences and discussions of recurring problems to service frustrations.

All of that can give you valuable insight, but keep in mind that the owners usually don't have experience with a wide range of vehicles with which to compare theirs. And sometimes the reliability of the information can be questionable. For example, you have no way of determining the source of an entry. It could be from a disgruntled automaker employee, a dealer, or a dealer's competitor.

Avoid reviewers that talk about only specifications or performance promises. These just recycle what has been picked up from automaker press kits. They don't review, judge, or test products and services themselves.

Reliability Ratings

Reliability is perhaps the single most important consideration for a buyer when choosing a used car. A vehicle's reliability can seriously affect how satisfied you'll be with a car over the years, and it can significantly influence the resale value when you're ready to replace it. Reliability is also the most difficult quality to evaluate in a vehicle because the information has to come from vehicle owners' direct experience over time.

CR provides the most comprehensive reliability information available to consumers. It's based on our annual surveys of our magazine and online members, who are asked about any serious problems they have had with their own vehicles in the preceding 12 months.

These surveys generate hundreds of thousands of responses—the 2023 surveys, for example, provided information on over 330,000 vehicles—which give us a solid foundation for our new- and used-car reliability ratings.

We provide reliability information in several forms. For used-car buyers, we give ratings for 17 trouble areas over 10 model years, so you can see a model's individual strengths and weaknesses. We also provide an Overall Reliability rating for each model year that sums up the vehicle's reliability.

The reliability ratings are weighted to emphasize major problems in areas such as engine, transmission, cooling, and drive systems, all of which can be serious and more expensive to repair.

These ratings are included in our Reliability History charts, which are part of our vehicle reviews. Starting on page 16, you'll also find lists of the worst and best used cars in terms of reliability. It includes all models, by year, that have had above- or below-average reliability, so you can quickly see which models to look for and which ones to avoid.

▪ **Other reliability sources.** Although they lack the reach of CR's data, there are other services that provide supplemental sources of information.

The most widely known of these services is J.D. Power (jdpower.com). For used cars, it has a vehicle dependability study that measures problems experienced by original owners on 3-year-old vehicles. The 2023 VDS is based on about 30,062 vehicles.

You can also post and read messages in online forums for owners. Remember that gathering anecdotes about particular vehicles isn't the same as consulting a scientifically designed survey, but it can help you determine how much it might cost to fix some common problems.

Safety Ratings

Several elements affect a vehicle's overall safety capability.

▪ **Crash tests.** Frontal- and side-impact crash tests are conducted by the Insurance Institute for Highway Safety (iihs.org) and the National Highway Traffic Safety Administration (nhtsa.gov).

In 2012, the IIHS added the small-overlap front test, which replicates a crash in which the driver's side of a car hits a tree or pole straight on, and added a small-overlap front test to the front-passenger side in 2018. The results of both tests have been applied to earlier model years of the same generation of vehicles.

▪ **Crash avoidance.** A vehicle's ability to help you avoid a crash is just as important as its ability to protect you in an impact. For every crash there are numerous near misses that statistics don't reflect. Several factors contribute to a vehicle's crash-avoidance capability, with the two most important being braking and emergency handling. Using our test data, our new-car publications provide a crash-avoidance rating for all vehicles we evaluate.

▪ **Rollover resistance.** Rollover crashes are of particular concern with SUVs and pickups. To help consumers compare vehicles, NHTSA provides a rollover resistance rating.

That rating is based on a vehicle's static stability factor and a dynamic rollover test. The factor, determined from at rest, or "static," measurements of the vehicle, essentially indicates how top-heavy it is. The dynamic rollover test simulates a driver having to make severe steering maneuvers, as can happen in an emergency.

Vehicles that tip up fail the test, but this failure downgrades the overall star rating only slightly. We will not recommend a vehicle that tips up in this type of situation. The ratings are available at nhtsa.gov.

▪ **Roof strength.** The IIHS also tests for roof strength. During a rollover, stronger roofs crush less, reducing the risk that people will be injured by contact with the roof itself.

▪ **Rear-impact protection.** Although rear-end crashes have a low fatality rate, they have a high injury rate, especially for whiplash neck injuries. The design of a car's head restraints and seats are critical factors in the severity of such an injury.

Consumer Reports evaluates head restraints. Front head restraints usually meet or exceed evaluation requirements, but rear head restraints differ greatly.

Another good source for information on rear-impact protection is the IIHS website (iihs.org). The institute conducts evaluations of head restraints and performs dynamic rear-impact tests that measure how well the seat and head-restraint combinations in different models protect people against whiplash.

▪ **Rear blind spots.** This is the area behind a vehicle that the driver can't see when looking in the rearview mirror. Every year children are injured or killed because drivers don't see them while they're backing up their vehicle, a problem that's particularly acute with SUVs and pickups.

To check a vehicle's blind spot, sit in the driver's seat of the parked vehicle while someone stands in back and holds out a hand at about waist level. Have the person walk back slowly until you can see the hand through the rear window. This will give you an idea of how big that vehicle's blind spot is.

Recommended Safety Features

Buyers are often unaware of many important safety features or don't understand their benefit.

There are a few problems that buyers encounter when shopping. Automakers often use proprietary names for the various systems as a marketing tool to stand out from their competitors. Forward collision warning has been called Collision Alert, while blind spot warning is marketed as a Blind Spot Information System, Lane Change Assist, and Lane Change Alert by various automakers. This ends up causing confusion because consumers can't easily compare the systems on the different vehicles they're considering.

Another problem is that systems may have been standard on some trims and optional on others—or not available at all. In order to clear up the confusion, we've worked with various safety organizations and other partners to come up with standardized naming for the systems (see the facing page).

Electronic stability control (ESC) and antilock brake systems (ABS) became standard on all cars and light-duty trucks starting in 2012, so all of the models featured in this issue come with those features.

We suggest buying the newest vehicle that you can afford, and look for one that has head-protecting side airbags, forward collision warning, automatic emergency braking, blind spot warning, and rear cross traffic warning.

Backup cameras became mandatory for the 2018 model year but were widely available before that. They can help prevent a backover crash, such as hitting a child who wanders behind your SUV or pickup truck when you're reversing.

HOW SAFE IS THAT CAR?

In order to get the latest technology, you need to know what to look for. Consumer Reports is leading the way to make it easy to understand.

While terms such as antilock brake system (ABS) and electronic stability control (ESC) are widely known, the terminology used by automakers to describe the active safety and driver assistance features on vehicles varies widely. That's why CR worked with numerous partners to come up with clear, standardized naming conventions to describe what these systems do.

The common naming outlined below is simple, specific, consistent, and designed to reduce driver and buyer confusion. The Department of Transportation has endorsed this effort to bring about standardized names for common active safety features. These names are what we use in CR's content, and the list is continually refined as new systems are developed.

No matter what they're called, it's important to remember these systems are designed to assist—not replace—an engaged driver.

DRIVING CONTROL ASSISTANCE

Lane Centering Assistance (LCA)
Provides steering support to assist the driver in continuously maintaining the vehicle at or near the center of the lane.

Adaptive Cruise Control (ACC)
Cruise control that also assists with acceleration and/or braking to maintain a driver-selected gap from the vehicle in front. Some systems can bring the vehicle to a stop and then continue, while others can't.

Active Driving Assistance (ADA)
Simultaneous use of lane centering assistance and adaptive cruise control. The driver must constantly supervise this support feature and maintain responsibility for driving.

COLLISION WARNING

Blind Spot Warning (BSW)
Detects vehicles in the blind spot and notifies the driver of their presence. Some provide an additional warning if the driver activates the turn signal.

Forward Collision Warning (FCW)
Detects a potential collision with a vehicle ahead and alerts the driver. Some systems alert for pedestrians.

Lane Departure Warning (LDW)
Monitors the vehicle's position within the lane and alerts the driver if the vehicle approaches or crosses lane markers.

Parking Collision Warning
Detects objects close to the vehicle during parking maneuvers and notifies the driver.

Rear Cross Traffic Warning (RCTW)
Detects vehicles approaching from the side at the rear of the vehicle while in Reverse gear and alerts the driver. Some systems warn for pedestrians.

COLLISION INTERVENTION

Automatic Emergency Braking (AEB)
Detects and warns of potential collisions with a vehicle ahead, and automatically brakes to avoid a collision or lessen impact severity. Some systems also detect pedestrians.

Automatic Emergency Steering
Detects potential collisions with a vehicle ahead and automatically steers to avoid or lessen the severity of impact. Some also detect pedestrians.

Lane Keeping Assistance (LKA)
Provides steering support to assist the driver in keeping the vehicle in the lane. It reacts only when the vehicle approaches or crosses a lane line or road edge.

Reverse Automatic Emergency Braking (RAEB)
Detects potential collisions while in Reverse gear and automatically brakes to avoid or lessen the severity of impact. Some systems also detect pedestrians.

PARKING ASSISTANCE

Backup Camera
Displays the area behind the vehicle when in Reverse gear. Some include trailer assistance, a system that assists drivers during backing maneuvers with a trailer attached.

Surround View Camera
Displays the area around some or all sides of the vehicle while stopped or during low-speed maneuvers.

Active Parking Assistance
Assists with steering and other functions during parking maneuvers. The driver may have to accelerate, brake, and/or select a gear position. Some systems can parallel and/or perpendicular park the vehicle.

Remote Parking Assistance
Without the driver being physically present inside the vehicle, it provides steering, braking, accelerating, and/or gear selection while moving a vehicle into or out of a parking space.

DRIVER MONITORING

Indirect Driver Monitoring System
Observes vehicle states, motions, and/or driver performance indicators to estimate driver distraction, inattention, or misuse. This may include monitoring steering wheel input, vehicle sway within a lane, or a combination of other factors monitored by the vehicle systems. Some systems may provide a warning to the driver and/or limit the use of other features.

Direct Driver Monitoring System
Detects the driver's eye and/or head movement to estimate where the driver is looking. Some systems may provide a warning to the driver and/or limit the use of other features.

Driver Reengagement
A series of warnings and interventions to engage an unresponsive driver. If the driver doesn't respond, the system brings the vehicle to a full stop or very low speed while maintaining steering control.

Get the Biggest Bang for Your Buck

Phone
Music
Maps
Messages
Now Playing
HYUNDAI
Podcasts
News
Audiobooks
Calendar
AIRBAG

Hyundai Palisade

BEST OF THE BEST

The used-vehicle choices with rock-solid reliability and great results from our tests.

Need new wheels but have a tight budget? Buying used is a way to get the biggest bang for your buck. It's simple math: After one year, a new car has depreciated by 27 percent of its sticker price, on average. After three years, it's worth just about half its original sticker price.

But picking out a good used car from a sea of bad ones has never been easy. You want one that's reliable, reasonably priced, and equipped with modern safety features. Add in the desire to avoid a car that has been damaged in a crash and the process can feel overwhelming.

It doesn't have to be. We've created this guide to help you find the hatchbacks, sedans, pickups, minivans, sports cars, and SUVs that are most likely to fulfill your needs without soaking you in repair bills.

Each model performed well in our road tests when it was new and had above-average reliability for the model years shown. In addition, each comes with electronic stability control as standard equipment.

Of course, there's always a lemon in the bunch. We also included lists of used cars that proved to be particularly troublesome—and that you should avoid considering.

Even for the used cars that we recommend, there can be stinkers because of a bad day at the factory or a former owner who didn't care much for car maintenance and neglected the vehicle. Because of this, make sure to pay for a thorough inspection by a certified mechanic before you sign on the dotted line so there are no surprises down the road.

$5,000-$10,000

SMALL CAR
Mazda3 *2014*

The Mazda3 combined real sportiness with the best gas mileage—33 mpg overall—of any conventional compact car of its time. Higher trims have a modern infotainment system with a large touchscreen, heated leatherette seats, and active safety features such as forward collision warning (FCW) and blind spot warning (BSW).

Mazda3

Honda Accord

$10,000-$15,000

SMALL CARS
Ford C-Max *2015-16*
Honda Fit *2016-18*

The Focus-based C-Max is practical and nicely finished, and the hybrid returned 37 mpg overall in our tests. The Fit has incredible interior space for a small car, and gets a good 33 mpg overall.

MIDSIZED & LARGE CARS
Honda Accord *2015-16*
Mazda 6 *2015-17*

The Accord is a roomy and comfortable sedan that got 30 mpg overall in our tests with the four-cylinder engine; the V6 got 26. The 6 is one of the sportiest midsized sedans. Its quick steering contributes to its agility, and we got a class-leading 32 mpg overall from the 2017 model.

WAGON
Toyota Venza *2014-15*

Part wagon, part SUV, the Venza has a quiet interior, a roomy rear seat, and a generous cargo area. Handling is secure though not sporty.

SMALL SUVs
BMW X3 *2016*
Mazda CX-5 *2016*

The BMW X3 melds driving fun, luxury car attributes, and the utility of an SUV. Athletic handling and eager power make the X3 enjoyable to drive. Cabin finish is very good and passengers benefit from supportive seats and a hushed interior. The AWD 28i we tested got 23 mpg overall. The Mazda CX-5 small SUV has taut, agile handling and well-weighted steering, although the ride is choppy and the cabin gets loud. Look for a version with the 2.5-liter engine, which gets 25 mpg.

PHOTO, FACING PAGE: HYUNDAI. PHOTO, THIS PAGE: MAZDA, HONDA

Toyota
Tacoma

$15,000-$20,000

SMALL CAR
Toyota Prius V *2016-17*

The Prius V offers a roomy rear seat and generous cargo area, along with an excellent 41 mpg overall.

MIDSIZED CAR
Toyota Camry Hybrid *2016-17*

The Camry Hybrid delivered an impressive 38 mpg overall in our tests and has a quiet interior, a comfortable ride, and easy-to-use controls.

LUXURY CAR
Acura TLX *2016*

The TLX has a quiet cabin, came nicely equipped, and was available with a manual gearbox in V6 models. We got 27 mpg overall with the four-cylinder.

MINIVAN
Toyota Sienna *2016*

The Sienna delivers a comfortable ride and a flexible interior, and the FWD version got 20 mpg overall; the AWD one gets 19 mpg.

SMALL SUVs
Honda HR-V *2017-19*
Kia Sportage *2020*

The HR-V provides great fuel economy at 29 mpg overall, and its flexible seating and cargo spaces carry family, gear, or both. The Sportage is a competitive small SUV that blends a spry appearance with somewhat sporty handling. It has plenty of power, though its 23 mpg is just midpack.

MIDSIZED SUV
Toyota Highlander *2014-16*

The three-row Highlander scores high for its refinement, quiet interior, ride comfort, and fuel economy of 20 mpg overall.

PICKUP
Toyota Tacoma *2014-16*

The Tacoma is rough and utilitarian but also extremely reliable.

$20,000-$25,000

SMALL CAR
Mazda3 *2022*
Toyota Corolla Hybrid *2022-23*

Mazda's compact car is the sportier choice, but it also has an elegant and quiet interior, along with a refined ride. The Corolla Hybrid returned an impressive 48 mpg overall. Ride comfort is commendable, and FCW and AEB are standard.

$30,000-$40,000

SMALL CAR
Toyota Prius *2023*

The Prius gets an incredible 51 mpg overall with AWD, and the nimble handling makes it more engaging to drive than previous models.

LARGE AND LUXURY CARS
Toyota Avalon *2021-22*
Mercedes-Benz E-Class *2019*

This generation Avalon has nimble handling, a plush ride, and standard FCW, AEB, and BSW. The AWD E-Class returned 24 mpg overall from its smooth turbo four-cylinder engine.

SPORTY CAR/CONVERTIBLE
Audi A5 *2022-23*

Audi's A4-based sports

LARGE CAR
Toyota Avalon Hybrid *2018*

The Avalon is stylish and engaging to drive. The hybrid version got a terrific 36 mpg overall. Multiple active safety systems were available.

SPORTY CAR/CONVERTIBLE
Mazda MX-5 Miata *2019-21*

This roadster feels light and quick, is frugal with fuel, and is fun to drive at slow and fast speeds. It gets loud and has a stiff ride but will put a smile on your face when you drive it on curvy roads.

SMALL SUV
Buick Envision *2019-20*
Subaru Crosstrek *2019-21*

The Envision is a semi-luxury, handily sized SUV with plenty of standard equipment. The Crosstrek is quiet, has a smooth ride, and got 29 mpg overall in our tests.

MIDSIZED SUVs
Lexus RX Hybrid *2015-16*
Toyota 4Runner *2014-15*

The RX is a relaxed cruiser and delivers an almost headache-free ownership experience. It also offers a quiet and plush cabin. In our tests, the redesigned 2016 hybrid got 29 mpg, which is very impressive for an SUV. The 4Runner is an off-road champ with a well-finished interior, a smooth V6, and an available third-row seat.

Subaru Crosstrek

Lexus ES

$25,000-$30,000

SMALL CAR
Toyota Prius Prime *2021-22*

This plug-in Prius can usually drive about 23 miles on electricity only. When not running in EV mode, the Prime gets 50 mpg overall.

MIDSIZED AND LUXURY CARS
Honda Accord Hybrid *2022*
Toyota Camry *2022-23*
Lexus ES *2019*

The Accord hybrid returned 47 mpg in our tests, yet it's also one of the quickest cars in the class. The Camry has agile handling and a smooth and comfortable ride. We got 32 mpg with the four-cylinder. The ES has a quiet and plush interior, gets a good 25 mpg overall from its V6, and is very reliable.

SMALL SUVs
Honda CR-V *2021-22*
Lexus NX *2019-20*
Toyota RAV4 Hybrid *2019*

The popular CR-V with the 1.5 turbo gets a good 28 mpg overall, has a roomy interior, and has standard FCW and AEB. The very reliable NX returns good fuel economy, and FCW and AEB are standard. The RAV4 Hybrid got a terrific 37 mpg overall in our tests and is more pleasant to drive than the regular version.

MIDSIZED SUVs
Lexus GX *2016*
Mazda CX-9 *2022*

Mazda's CX-9 three-row SUV stands out for its agile handling, comfortable ride, quiet interior, and 22 mpg overall. The GX balances off-road prowess with a comfortable ride and a plush, luxurious interior. It's incredibly reliable but gets just 17 mpg overall.

PICKUP
Toyota Tundra *2018-19*

The Tundra's V8 produces plenty of power, gives the truck impressive towing capability, and has competitive fuel economy.

coupe and convertible have the same precise handling, supple ride, and quiet interior as its sedan sibling. Expect 27 mpg overall from the turbo four-cylinder.

SMALL SUVs
Acura RDX *2021-23*
Cadillac XT5 *2023*
Toyota RAV4 Prime *2021-23*

The RDX is comfortable and 2.0-liter turbo four-cylinder and 10-speed automatic returned 22 mpg overall. Handling is sound and the interior is appealing. The quiet XT5 has comfortable seats and a luxurious interior. The RAV4 Prime plug-in hybrid delivers abundant power, has a comfortable ride, and offers 40 miles of electric range while returning 34 mpg overall when operating in hybrid mode.

MIDSIZED SUVs
Hyundai Palisade *2022-23*
Toyota Highlander Hybrid *2019-21*

We enjoyed the Hyundai's strong V6, roomy interior, and composed ride. It got 21 mpg overall in our tests. The Toyota has a compliant ride, nimble handling, and impressive 35 mpg overall. Both SUVs have standard FCW, AEB, and BSW.

PHOTOS, THIS SPREAD CLOCKWISE FROM TOP LEFT: TOYOTA; JOHN POWERS/CONSUMER REPORTS; LEXUS; AUDI

Reliable Used Cars for Every Budget

These 2014 to 2023 models all have above-average reliability for the years listed and have standard electronic stability control (ESC), a key safety feature. The models that are highlighted in **blue** not only stood out in our testing when they were new but also have multiple years of better-than-average reliability, putting them at the top of our recommended used-cars list.

Make + Model	Prices					
	$5K-$10K	$10K-$15K	$15K-$20K	$20K-$25K	$25K-$30K	$30K-$40K
CARS: SMALL						
Chevrolet Cruze	—	'17–18	—	—	—	—
Ford C-MAX	—	'15–16	—	—	—	—
Honda Civic	—	'14	—	'21	'23	—
Honda Fit	—	'16–18	'20	—	—	—
Hyundai Elantra	—	—	'19	'23	—	—
Kia Niro	—	—	—	—	'23	—
Kia Niro EV	—	—	—	—	—	'22
Kia Soul	—	—	—	'22–23	—	—
Mazda 3	'14	'16–17	'21	'22	—	—
Nissan Leaf	'15	'18	—	'23	—	—
Subaru Impreza	—	—	'19–20	—	—	—
Toyota C-HR	—	—	'19	—	—	—
Toyota Corolla	—	'14–17	'18–20	'21–22	—	—
Toyota Corolla Hybrid	—	—	'20–21	'22–23	—	—
Toyota Prius	—	'14–15	'16–18	'20–21	'22	'23
Toyota Prius C	—	'15	—	—	—	—
Toyota Prius Prime	—	—	'17	'18–20	'21–22	—
Toyota Prius V	—	'14–15	'16–17	—	—	—
CARS: MIDSIZED AND LARGE						
Honda Accord	—	'15–16	'17	'20	—	—
Honda Accord Hybrid	—	'14–15	'17	—	'22	'23
Hyundai Sonata	—	—	—	'21	—	—
Kia K5	—	—	—	—	'23	—
Kia Optima	—	—	'20	—	—	—
Mazda 6	—	'15–17	—	—	—	—
Subaru Legacy	—	—	'17	'19	—	—
Toyota Avalon	—	'14–15	'16–17	'18	'19–20	'21–22
Toyota Avalon Hybrid	—	—	'14–16	'18	'19–20	'21–22
Toyota Camry	—	'14–16	'17–18	'19–21	'22–23	—
Toyota Camry Hybrid	—	'14–15	'16–17	'18–19	'21–23	—
CARS: LUXURY						
Acura TLX	—	'15	'16	'18–19	—	'21
Audi A3	—	'16	—	—	—	—
Audi A4	—	—	—	—	'20	—
BMW 3 Series	—	'16	'18	—	—	'22
BMW 5 Series	—	—	—	—	—	'21
Buick Regal	—	—	'18	—	—	—
Buick Verano	'14	—	—	—	—	—
Genesis G70	—	—	—	—	—	'22
Genesis G80	—	—	—	—	'19	—
Infiniti Q50	—	—	—	'19	—	—
Lexus ES	—	'14	'15–16	'17–18	'19	'22

Make + Model	Prices					
	$5K-$10K	$10K-$15K	$15K-$20K	$20K-$25K	$25K-$30K	$30K-$40K
CARS: LUXURY *Continued*						
Lexus ES Hybrid	—	—	'14–15	'16	—	'19,'21
Lexus GS	—	—	'15	'16	—	—
Lexus IS	—	—	'15	—	—	—
Lexus LS	—	—	—	—	—	'17
Lincoln MKZ	—	—	—	'20	—	—
Mercedes-Benz E-Class	—	—	—	'17	—	'19
SPORTS CARS/CONVERTIBLES						
Audi A5	—	—	—	—	'19	'22–23
BMW 2 Series	—	—	'16	—	—	—
BMW 4 Series	—	—	—	—	—	'22
Chevrolet Corvette	—	—	—	—	—	'14
Mazda MX-5 Miata	—	—	'16–17	'19–21	—	—
Mini Cooper	—	—	'19	'22	'23	—
WAGONS AND MINIVANS						
Audi Allroad	—	—	—	—	'20	—
Buick Regal TourX	—	—	'18	—	—	—
Chrysler Pacifica	—	—	—	—	—	'22
Honda Odyssey	—	—	'17	—	—	'22
Toyota Sienna	—	—	'16	'18	'20	'22
Toyota Venza	—	'14–15	—	—	—	'21–23
SUVs: SMALL						
Acura RDX	—	—	'16	—	'20	'21–23
Audi Q5	—	—	—	'19	—	—
BMW X3	—	'16	—	'18	—	'21–22
Buick Envision	—	—	'17	'19–20	'22	—
Cadillac XT5	—	—	—	'19	—	'23
Chevrolet Equinox	—	—	'18–20	—	'23	—
Ford Mustang Mach-E	—	—	—	—	—	'23
GMC Terrain	—	—	'18–19	'20	'23	—
Honda CR-V	—	'14–15	'16	'19–20	'21–22	'23
Honda CR-V Hybrid	—	—	—	'20	'22	—
Honda HR-V	—	—	'17–19	'21–22	'23	—
Hyundai Kona	—	—	'18–19	—	—	—
Hyundai Tucson	—	—	'20	'21	'23	—
Hyundai Tucson Hybrid	—	—	—	—	—	'23
Infiniti QX50	—	—	'17	—	—	—
Jeep Cherokee	—	—	'20	—	'22	—
Jeep Compass	—	—	—	'22	—	—
Kia Sportage	—	—	'20	'21–22	—	—
Lexus NX	—	—	'15	'16–17	'19–20	'21
Lexus NX Hybrid	—	—	—	—	'19	'20
Lexus UX	—	—	—	'19	'20–21	—
Lincoln Corsair	—	—	—	—	'21	—

Make + Model	Prices					
	$5K-$10K	$10K-$15K	$15K-$20K	$20K-$25K	$25K-$30K	$30K-$40K
SUVs: SMALL *Continued*						
Mazda CX-30	—	—	—	'22–23	—	—
Mazda CX-5	—	'16	—	'21–22	'23	—
Mazda CX-50	—	—	—	—	'23	—
Nissan Rogue Sport	—	—	'20	—	—	—
Porsche Macan	—	—	—	—	'18	'20
Subaru Crosstrek	—	—	—	'19–21	'22–23	—
Subaru Forester	—	—	—	—	'21–23	—
Toyota Corolla Cross	—	—	—	'22	—	—
Toyota RAV4	—	'14–15	'16–18	'20	'21–22	'23
Toyota RAV4 Hybrid	—	—	'16–17	'18	'19	'21–23
Toyota RAV4 Prime	—	—	—	—	—	'21–23
Volkswagen Tiguan	—	—	'20	—	—	—
Volvo XC40	—	—	—	'19–20	'21	—
Volvo XC60	—	'17	—	—	—	—
SUVs: MIDSIZED AND LARGE						
Acura MDX	—	—	'15	—	—	'22
Buick Enclave	—	—	—	'19	—	'23
Chevrolet Trailblazer	—	—	—	—	'23	—
Ford Edge	—	—	—	'20	'22	'23
GMC Acadia	—	—	—	—	'21	'23
Honda Passport	—	—	—	—	'21	—
Honda Pilot	—	'14	—	—	'21	—
Hyundai Palisade	—	—	—	—	—	'22–23
Hyundai Santa Fe	—	—	—	'19–20	'23	—
Lexus GX	—	—	—	—	'16	'19–20
Lexus RX	—	—	'14–15	'16	'17–18	'19–21
Lexus RX Hybrid	—	—	—	'15–16	'17	—
Lincoln MKX	—	—	'18	—	—	—
Lincoln Nautilus	—	—	—	'20	'21	—
Mazda CX-9	—	—	'18	'20	'22	—
Nissan Murano	—	'16	'19	'20	—	—
Toyota 4Runner	—	—	—	'14–15	'16–18	'19,'21–23
Toyota Highlander	—	—	'14–16	'17–19	'20	'21–22
Toyota Highlander Hybrid	—	—	—	—	'18	'19–21
PICKUP TRUCKS						
Ford Maverick	—	—	—	—	'22	'23
Ford Maverick Hybrid	—	—	—	—	—	'23
Ford Ranger	—	—	—	—	'21	'23
Honda Ridgeline	—	—	'14	—	—	'21–22
Hyundai Santa Cruz	—	—	—	—	'23	—
Nissan Frontier	—	'14	'17,'19	—	—	—
Toyota Tacoma	—	—	'14–16	'17	'20–22	—
Toyota Tundra	—	—	'14	'16–17	'18–19	'20–21

WORST USED CARS

These 59 models have a record of much-worse-than-average reliability, based on responses to our Annual Auto Surveys.

AUDI
A3 '18
A6 '19
Q3 '16, '22
E-tron '19

BUICK
Encore '15, '17
Encore GX '20

CADILLAC
XT4 '19

CHEVROLET
Blazer '23
Bolt '19-22
Cruze '14
Malibu '14
Suburban '21, '23
Tahoe '16-17, '21
Traverse '18

CHRYSLER
Pacifica Hybrid '18, '21-22;
Town & Country '16

DODGE
Grand Caravan '16, '18

FORD
Escape '21
Escape Hybrid '20
Expedition '17-19
Explorer '16, '20
F-150 Hybrid '21-22;
F-250 '19, '21
Mustang '20

GMC
Acadia '18
Yukon '16-17, '21
Yukon XL '21, '23

HYUNDAI
Ioniq '20
Ioniq 5 '22
Kona Electric '19
Santa Fe Sport '14
Sonata '17-18
Tucson '16-17

JEEP
Cherokee '14
Gladiator '20
Grand Cherokee L '21
Wrangler '18, '20-21
Wrangler JK '18

KIA
Niro '19
Soul '21

MAZDA
CX-9 '23

MERCEDES-BENZ
C-Class '18

MINI
Cooper '18

NISSAN
Frontier '23
Pathfinder '23
Rogue '22

RAM
2500 '17, '22

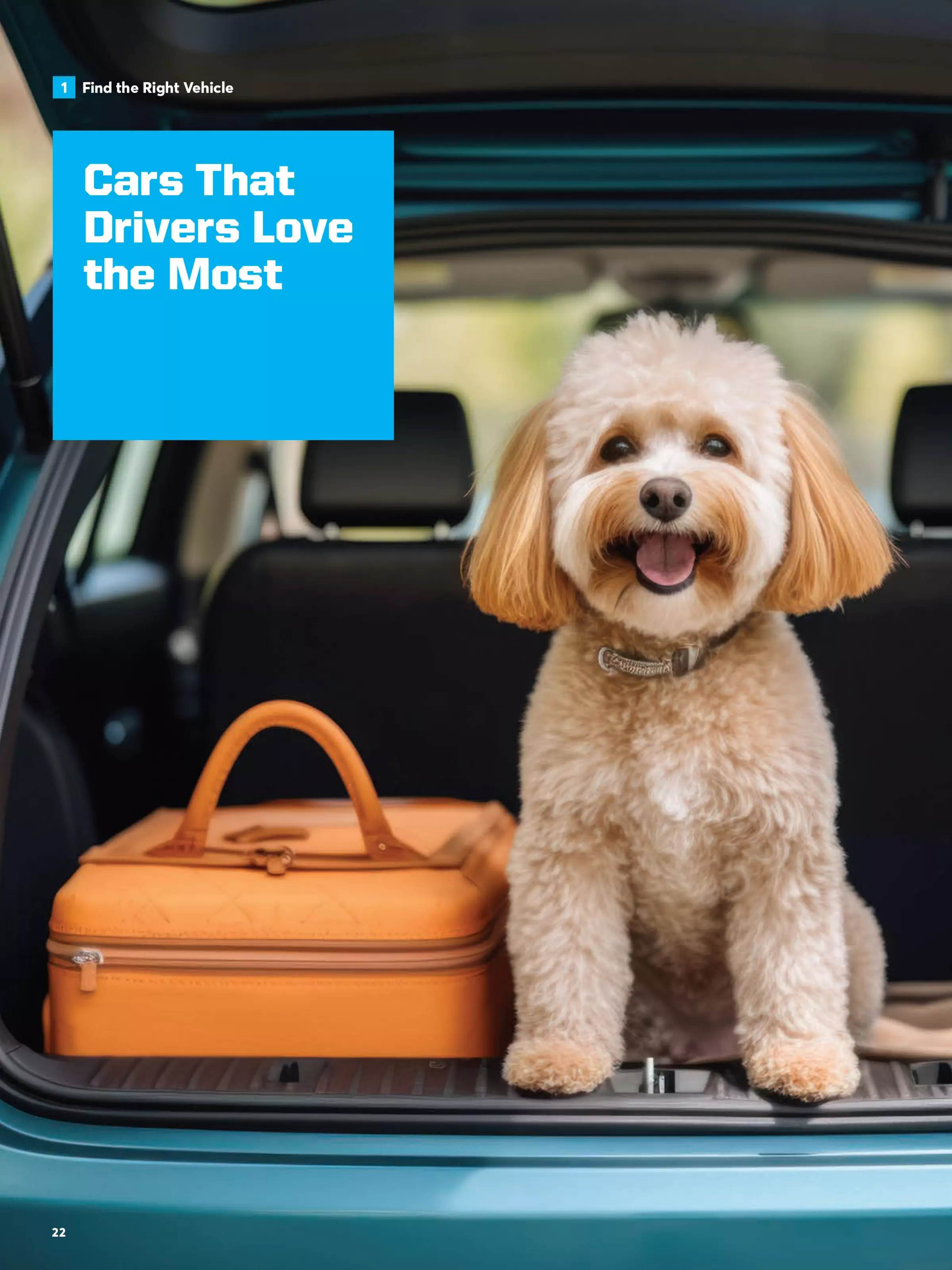
RIVIAN
R1T '22

TESLA
Model S '19-21
Model X '18, '22

VOLKSWAGEN
Atlas '21
ID.4 '21, '23
Jetta '14, '21
Taos '22
Tiguan '18

VOLVO
S60 '15 '20
V60 '15, '20
XC60 Plug-in Hybrid '22-23
XC90 '16, '19

Cars That Drivers Love the Most



MOST PEOPLE LOVE their cars at first, but what about after that new-car smell wears off? Once you've lived with a car for three years—let alone five or 10—what excited you in the showroom may be overshadowed by things you missed, like a cramped interior, a loud engine, or cheap-feeling materials.

This is what we found out when we asked our members whether they would get the same car all over again, and how satisfied they were with the vehicle's driving experience, comfort, value, and styling.

Consistent Performers

We found that no matter their age, the vehicles inspiring the strongest loyalty are reliable, performed well in our tests, are fun to drive, are energy-efficient, and/or dress you in a high-tech, luxurious driving environment.

In particular, vehicles that performed well in CR tests are often the most satisfying, while those that performed poorly sit at the bottom.

Our Annual Auto Surveys ask our members about owner satisfaction with the following question: "Considering all factors (price, performance, reliability, comfort, enjoyment, etc.), would you get this car if you had to do it all over again?"

A model's score is based on the percentage of respondents who answered definitely yes. In our most recent survey we received responses about over 330,000 vehicles, spanning the 2000 through 2023 model years.

For the third year in a row, the most satisfying used vehicle in these lists is the current generation Chevrolet Corvette, with 96 percent of owners reporting to us that they would definitely buy it again. The 2021 model's performance, styling, and—for a high-performance car—relatively good fuel efficiency ticks the satisfaction box for many owners.

Following a trend we've been seeing recently, hybrids, plug-in hybrids (PHEVs), and electric vehicles (EVs) are among the top five most satisfying models. The second-best model is the 2019 BMW i3 at 89, followed by the 2019 Mazda MX-5 Miata. A number of vehicles tie at 87: the 2014 Toyota Avalon Hybrid, 2019 Chevrolet Volt, 2021 Kia Telluride, and 2014 Porsche Boxster and Cayman sports cars.

The Honda Ridgeline and Toyota Avalon Hybrid and Sienna are the only models in our survey to top their category no matter their age. It's no wonder: Not only are they highly rated in our testing but all three have also proved to be reliable.

At the same time, some models consistently rank among the least-satisfying models, including the GMC Acadia and Canyon, Infiniti Q50 and QX50, Jeep Compass, and Nissan Frontier and Pathfinder. We've found that luxury entry-level models like the Infiniti's generally disappoint owners because they don't deliver the expected comfort and refinement. Similarly, the Jeep models lack the rugged off-road capabilities promised in marketing and sales brochures: They're more Jeep in name than performance. The other vehicles either performed poorly in our tests, have below-average reliability, or both.

Nearly all hybrids, EVs, and PHEVs score above 60. Only two 3-year-old models scored lower: the Audi Q5 PHEV and the Volkswagen ID.4 EV, both of which have below-average reliability.

Electrified models have quickly come to dominate their categories, with satisfaction scores that are the same or better than their conventionally powered peers. For example, the 2021 Ford Escape Hybrid scores 65, which is 23 points better than the regular Escape, which is ranked last among compact SUVs for that year.

OWNER SATISFACTION CHAMPS

2021 Chevrolet Corvette

2019 BMW i3

2014 Toyota Avalon Hybrid

2021 Kia Telluride

PHOTO, FACING PAGE: ADOBE STOCK. PHOTOS, THIS PAGE CLOCKWISE FROM BOTTOM RIGHT: JOHN POWERS/CONSUMER REPORTS (3); BMW

Most & Least Satisfying Vehicles

On these pages are our owner satisfaction survey results for 3-, 5-, and 10-year-old vehicles by vehicle category.

Each year Consumer Reports asks the following question in our Annual Auto Surveys: "Considering all factors (price, performance, reliability, comfort, enjoyment, etc.), would you get this car if you had to do it all over again?" Respondents have four choices, from definitely yes to definitely no.

In a majority of cases, there's a link between how a vehicle performs in Consumer Reports' testing and how it performs in our owner satisfaction survey.

For example, the Jeep Compass had unimpressive performance in our tests. Owners responded similarly, ranking it at the bottom of the midsized/large cars satisfaction category.

At the same time, owners of the Toyota Avalon and Camry sedans rank both the conventional and hybrid versions at the top category for 3-, 5-, and 10-year-old midsized/large cars. It's no surprise because those two sedans have excellent reliability records and are very fuel-efficient, particularly with the hybrid powertrains.

Chevrolet Corvette

SATISFACTION FOR THREE-YEAR-OLD MODELS

Make + Model (2021)	% Would Buy Again
COMPACT CARS	
Hyundai Venue	77
Toyota Corolla Hatchback	71
Kia Soul	68
Mazda 3	68
Toyota Corolla Hybrid	67
Toyota Corolla	62
Subaru Impreza	58
Honda Civic	57
Hyundai Elantra	51
Nissan Sentra	46
Volkswagen Jetta	45
Kia Forte	38
Toyota C-HR	38
Nissan Kicks	34
COMPACT HYBRIDS/EVs	
Toyota Prius	76
Toyota Prius Prime	72
Hyundai Kona Electric	70
Honda Insight	69
Chevrolet Bolt	64
Nissan Leaf	62
Volkswagen ID.4	51
MIDSIZED/LARGE CARS	
Toyota Avalon Hybrid	85
Toyota Camry Hybrid	82
Honda Accord Hybrid	78
Toyota Avalon	73
Hyundai Sonata	72
Toyota Camry	70
Mazda 6	67
Honda Accord	61
Subaru Legacy	56
Nissan Altima	50
Kia K5	45
LUXURY COMPACT CARS	
Tesla Model 3	74
BMW 3 Series	66
Volvo S60	63
Acura TLX	60
Audi A4	60
Infiniti Q50	60
Cadillac CT5	56
Mercedes-Benz C-Class	55
LUXURY MIDSIZED/ LARGE CARS	
Tesla Model S	83
Genesis G80	78
Lexus ES Hybrid	73
BMW 5 Series	72
Lexus ES	67
Audi A6	58
Mercedes-Benz E-Class	57

Make + Model (2021)	% Would Buy Again
SPORTY CARS	
Chevrolet Corvette	96
Mazda MX-5 Miata	85
Ford Mustang	82
Mini Cooper	75
BMW 4 Series	73
BMW 2 Series	60
Audi A5	58
WAGONS	
Toyota Venza	72
Volvo V60	63
Audi Allroad	60
MINIVANS	
Toyota Sienna	85
Honda Odyssey	74
Chrysler Pacifica Hybrid	64
Chrysler Pacifica	60
SUBCOMPACT SUVs	
Subaru Crosstrek	73
Honda HR-V	49
Mazda CX-30	48
Nissan Rogue Sport	47
Kia Seltos	45
Jeep Renegade	45
Hyundai Kona	41
COMPACT SUVs	
Toyota RAV4 Prime	82
Subaru Forester	76
Toyota RAV4 Hybrid	76
Honda CR-V	66
Honda CR-V Hybrid	65
Mazda CX-5	65
Ford Escape Hybrid	65
Toyota RAV4	62
Hyundai Tucson	62
Jeep Cherokee	61
Kia Sportage	58
Nissan Rogue	55
Ford Bronco Sport	55
Chevrolet Equinox	55
GMC Terrain	55
Volkswagen Tiguan	55
Jeep Compass	48
Ford Escape	42

Make + Model (2021)	% Would Buy Again
MIDSIZED SUVs	
Kia Telluride	87
Toyota Highlander Hybrid	79
Toyota 4Runner	77
Toyota Highlander	71
Hyundai Palisade	71
Ford Bronco	70
Subaru Ascent	69
Hyundai Santa Fe Hybrid	68
Jeep Grand Cherokee	66
Volkswagen Atlas Cross Sport	65
Chevrolet Blazer	65
Chevrolet TrailBlazer	65
Subaru Outback	64
Hyundai Santa Fe	63
Nissan Murano	61
Jeep Wrangler Plug-in Hybrid	61
Mazda CX-9	60
Honda Passport	60
Jeep Wrangler	59
Ford Edge	58
Honda Pilot	57
Volkswagen Atlas	54
Ford Explorer	52
Kia Sorento	48
Jeep Grand Cherokee L	45
LARGE SUVs	
Chevrolet Suburban	78
GMC Yukon XL	78
Ford Expedition	75
Chevrolet Tahoe	66
GMC Yukon	66
Chevrolet Traverse	65
GMC Acadia	52
Dodge Durango	52
LUXURY COMPACT SUVs	
Tesla Model Y	78
BMW X3	76
Ford Mustang Mach-E	76
Volvo XC40	71
Lexus NX Hybrid	66
Buick Envision	65
Lexus NX	65
Porsche Macan	64
Buick Encore GX	64
Lincoln Corsair	62
Volvo XC60	60
Cadillac XT5	58
Lexus UX	56
Audi Q5	56
Cadillac XT4	55
Mercedes-Benz GLC	54
Buick Encore	52
BMW X1	52
Acura RDX	51
Audi Q5 Plug-in Hybrid	49
Audi Q3	48
Mercedes-Benz GLB	36
Infiniti QX50	25

Make + Model (2021)	% Would Buy Again
LUXURY MIDSIZED/ LARGE SUVs	
BMW X5 Plug-in Hybrid	84
Lexus RX Hybrid	80
Genesis GV80	80
Lexus RX	77
Lexus RX L	77
BMW X5	76
Porsche Cayenne	73
Volvo XC90	72
Lincoln Nautilus	71
Buick Enclave	68
Lexus GX	67
BMW X7	66
Cadillac XT6	65
Audi Q8	61
Lincoln Aviator	60
Mercedes-Benz GLE	54
Audi e-tron	49
Audi Q7	48
MIDSIZED PICKUPS	
Honda Ridgeline	72
Toyota Tacoma	67
Ford Ranger	66
Jeep Gladiator	65
Chevrolet Colorado	51
GMC Canyon	51
FULL-SIZED PICKUPS	
Chevrolet Silverado 3500HD	79
GMC Sierra 3500HD	79
Toyota Tundra	75
Ford F-350	74
Ram 1500	71
Ram 2500	69
Ram 3500	68
Ford F-150	66
Chevrolet Silverado 1500	65
GMC Sierra 1500	65
Chevrolet Silverado 2500HD	65
GMC Sierra 2500HD	65
Ford F-150 Hybrid	65
Ford F-250	64
Ram 1500 Classic	48

SATISFACTION FOR FIVE-YEAR-OLD MODELS

Make + Model (2019)	% Would Buy Again
COMPACT CARS	
Volkswagen Beetle	78
Toyota Corolla Hatchback	74
Honda Fit	70
Volkswagen Golf	70
Chevrolet Cruze	69
Toyota Corolla	65
Honda Civic	65
Volkswagen Jetta	62
Mazda 3	60
Subaru Impreza	59
Kia Soul	57
Nissan Kicks	51
Hyundai Elantra	42
Nissan Sentra	38
Toyota C-HR	37
Ford Fiesta	33
Kia Forte	32
COMPACT HYBRIDS/EVs	
BMW i3	89
Chevrolet Volt	87
Toyota Prius Prime	82
Toyota Prius	79
Kia Niro Electric	72
Chevrolet Bolt	70
Nissan Leaf	67
Kia Niro	67
Hyundai Ioniq	62
Hyundai Kona Electric	58
Honda Insight	58
MIDSIZED/LARGE CARS	
Toyota Avalon Hybrid	83
Toyota Avalon	80
Toyota Camry Hybrid	79
Chevrolet Impala	77
Subaru Legacy	71
Honda Accord Hybrid	71
Honda Accord	71
Ford Fusion	70
Toyota Camry	68
Chrysler 300	61
Mazda 6	61
Hyundai Sonata	58
Nissan Altima	51
Kia Optima	51
LUXURY COMPACT CARS	
Kia Stinger	76
Tesla Model 3	76
Audi A4	67
Buick Regal	63
BMW 3 Series	62
Volvo S60	61
Mercedes-Benz C-Class	57
Genesis G70	51
Acura TLX	51
Infiniti Q50	39

Make + Model (2019)	% Would Buy Again
LUXURY MIDSIZED/ LARGE CARS	
Audi A7	82
Lincoln Continental	81
Lexus ES Hybrid	79
Buick LaCrosse	74
Genesis G80	74
Lexus ES	72
Tesla Model S	71
Lincoln MKZ	71
BMW 5 Series	71
Audi A6	69
Mercedes-Benz E-Class	66
Cadillac XTS	63
SPORTY CARS	
Chevrolet Corvette	89
Mazda MX-5 Miata	88
BMW 2 Series	85
Volkswagen GTI	74
Ford Mustang	72
Audi A5	72
BMW 4 Series	71
Subaru WRX	64
Mini Cooper	64
WAGONS	
Volkswagen Golf SportWagen	71
Volkswagen Golf Alltrack	69
Audi Allroad	67
Buick Regal TourX	63
Volvo V60	61
MINIVANS	
Toyota Sienna	75
Chrysler Pacifica	61
Honda Odyssey	59
Dodge Grand Caravan	53
Kia Sedona	48
SUBCOMPACT SUVs	
Subaru Crosstrek	67
Hyundai Kona	53
Jeep Renegade	52
Honda HR-V	49
Mazda CX-3	47
Nissan Rogue Sport	40
Chevrolet Trax	33
Ford EcoSport	29
COMPACT SUVs	
Subaru Forester	72
Toyota RAV4 Hybrid	69
Mazda CX-5	65
Honda CR-V	63
Chevrolet Equinox	57
GMC Terrain	57
Hyundai Tucson	55
Toyota RAV4	54
Jeep Cherokee	53

Make + Model (2019)	% Would Buy Again
COMPACT SUVs *Continued*	
Volkswagen Tiguan	50
Ford Escape	45
Nissan Rogue	43
Kia Sportage	35
Jeep Compass	29
MIDSIZED SUVs	
Toyota 4Runner	76
Toyota Highlander Hybrid	73
Hyundai Santa Fe	70
Subaru Outback	70
Toyota Highlander	69
Chevrolet Blazer	67
Mazda CX-9	66
Nissan Murano	65
Ford Edge	63
Ford Explorer	61
Jeep Wrangler	60
Hyundai Santa Fe XL	60
Jeep Grand Cherokee	59
Kia Sorento	57
Volkswagen Atlas	56
Honda Passport	56
Subaru Ascent	54
Honda Pilot	53
Nissan Pathfinder	41
LARGE SUVs	
Ford Flex	76
Chevrolet Suburban	74
GMC Yukon XL	74
Dodge Durango	70
Chevrolet Traverse	65
Toyota Sequoia	65
Chevrolet Tahoe	59
GMC Yukon	59
Ford Expedition	55
GMC Acadia	52
LUXURY COMPACT SUVs	
Porsche Macan	69
Volvo XC40	67
Audi Q5	64
Lexus NX Hybrid	63
Lexus NX	62
BMW X3	61
Cadillac XT5	60
Lexus UX	60
Mini Cooper Countryman	60
Cadillac XT4	58
Lincoln MKC	57
Buick Envision	57
Acura RDX	56
Volvo XC60	53
Mercedes-Benz GLC	50
Buick Encore	46
BMW X1	36
Infiniti QX50	33
Lincoln MKC	41

Make + Model (2019)	% Would Buy Again
LUXURY MIDSIZED/ LARGE SUVs	
Lexus RX Hybrid	80
Tesla Model X	77
Lexus RX	75
Lexus RX L	75
Buick Enclave	73
BMW X7	70
Lexus GX	69
BMW X5	68
Lincoln Navigator	68
Audi Q7	68
Porsche Cayenne	64
Volvo XC90	61
Lincoln Nautilus	59
Infiniti QX60	57
Acura MDX	55
Audi e-tron	52
Audi Q8	51
MIDSIZED PICKUPS	
Honda Ridgeline	77
Toyota Tacoma	63
Ford Ranger	58
Chevrolet Colorado	45
GMC Canyon	45
Nissan Frontier	45
FULL-SIZED PICKUPS	
Ford F-350	73
Toyota Tundra	72
Ram 3500	69
Ram 1500	68
Ford F-150	65
Chevrolet Silverado 2500HD	65
GMC Sierra 2500HD	65
Ram 1500 Classic	64
Chevrolet Silverado 1500 LD	61
GMC Sierra 1500 LD	61
Ford F-250	59
GMC Sierra 1500	58
Chevrolet Silverado 1500	58
Ram 2500	56

SATISFACTION FOR 10-YEAR-OLD MODELS

Make + Model (2014)	% Would Buy Again
COMPACT CARS	
Toyota Corolla	66
Honda Civic	66
Mazda 3	65
Volkswagen Beetle	56
Subaru Impreza	52
Volkswagen Jetta	47
Nissan Versa Note	42
Kia Soul	41
Chevrolet Cruze	40
Hyundai Elantra	39
Hyundai Accent	32
Kia Forte	31
Ford Fiesta	31
Ford Focus	28
Fiat 500L	28
Chevrolet Sonic	27
Nissan Sentra	26
COMPACT HYBRIDS/EVs	
Toyota Prius V	79
Lexus CT 200h	78
Toyota Prius	72
Chevrolet Volt	71
Toyota Prius C	70
Ford C-MAX	62
Nissan Leaf	44
MIDSIZED/LARGE CARS	
Toyota Avalon Hybrid	87
Toyota Camry Hybrid	81
Toyota Avalon	79
Toyota Camry	74
Honda Accord Hybrid	74
Chrysler 300	73
Chevrolet Impala	71
Honda Accord	70
Kia Cadenza	69
Mazda 6	67
Subaru Legacy	64
Ford Taurus	62
Ford Fusion	62
Hyundai Sonata	53
Kia Optima	53
Nissan Altima	51
Nissan Maxima	47
Chevrolet Malibu	44
Volkswagen Passat	44
LUXURY COMPACT CARS	
Lexus IS	72
Buick Regal	66
BMW 3 Series	60
Audi A4	58
Buick Verano	56
Mercedes-Benz C-Class	49
Infiniti Q50	46
Cadillac ATS	46
Volvo S60	42

Make + Model (2014)	% Would Buy Again
LUXURY MIDSIZED/ LARGE CARS	
Lexus ES	80
Lexus ES Hybrid	78
Tesla Model S	76
Lexus GS	76
Lexus LS	74
Buick LaCrosse	70
Audi A6	67
BMW 5 Series	63
Mercedes-Benz E-Class	62
Lincoln MKZ	60
Acura TL	55
Cadillac XTS	55
Cadillac CTS	55
SPORTY CARS	
Porsche Boxster	87
Porsche Cayman	87
Chevrolet Corvette	85
Audi A5	78
BMW 4 Series	68
Ford Mustang	67
Mini Cooper	59
WAGONS	
Volkswagen Jetta SportWagen	72
Toyota Venza	71
Audi Allroad	58
MINIVANS	
Toyota Sienna	73
Honda Odyssey	66
Kia Sedona	64
Chrysler Town & Country	58
Mazda 5	46
Dodge Grand Caravan	46

Make + Model (2014)	% Would Buy Again
COMPACT SUVs	
Mazda CX-5	68
Toyota RAV4	65
Honda CR-V	64
Subaru Forester	61
Ford Escape	54
Hyundai Tucson	53
Nissan Rogue	47
Chevrolet Equinox	46
GMC Terrain	46
Volkswagen Tiguan	45
Nissan Rogue Select	44
Jeep Cherokee	36
Jeep Patriot	35
MIDSIZED SUVs	
Volkswagen Touareg	85
Toyota FJ Cruiser	81
Toyota Highlander	77
Toyota 4Runner	76
Honda Pilot	75
Subaru Outback	65
Mazda CX-9	61
Ford Edge	60
Jeep Grand Cherokee	56
Ford Explorer	55
Hyundai Santa Fe Sport	52
Kia Sorento	51
Jeep Wrangler	51
Nissan Murano	50
Hyundai Santa Fe	46
Dodge Journey	34
Nissan Pathfinder	34
LARGE SUVs	
Ford Flex	75
Dodge Durango	74
Ford Expedition	68
Chevrolet Suburban	55
GMC Yukon XL	55
Chevrolet Tahoe	50
GMC Yukon	50
Chevrolet Traverse	50
GMC Acadia	39

Make + Model (2014)	% Would Buy Again
LUXURY COMPACT SUVs	
Mercedes-Benz GLK-Class	64
Acura RDX	62
Buick Encore	58
BMW X3	58
BMW X1	56
Audi Q5	56
Volvo XC60	50
Cadillac SRX	40
LUXURY MIDSIZED/ LARGE SUVs	
Lexus RX	81
Lexus RX Hybrid	76
Lincoln MKX	74
BMW X5	69
Lexus GX	69
Mercedes-Benz M-Class	68
Porsche Cayenne	66
Acura MDX	65
Buick Enclave	61
Infiniti QX60	34
MIDSIZED PICKUPS	
Honda Ridgeline	73
Toyota Tacoma	71
Nissan Frontier	47
FULL-SIZED PICKUPS	
Toyota Tundra	75
Ford F-350	69
Ram 3500	68
Ford F-250	64
Ford F-150	61
Ram 1500	61
Ram 2500	57
Chevrolet Silverado 1500	55
GMC Sierra 1500	55
Chevrolet Silverado 2500HD	39
GMC Sierra 2500HD	39

2

How to Get Better Mileage

REGARDLESS OF HIGH gas prices, it pays for consumers to take fuel economy into account when shopping for a car. Fortunately, plenty of vehicles provide good mileage while demanding few sacrifices. Here, we look at gas, hybrid, and electric vehicles; give advice on maximizing your fuel economy; and provide results from our fuel-economy tests for more than 600 cars, minivans, SUVs, and trucks.

Saving Gas = Saving Cash

This chapter will guide you to the most fuel-efficient cars and answer questions about fuel choices. It's easy to see how much you can save by driving a more fuel-efficient vehicle.

Throughout this chapter, you'll find advice on various fuel-economy concerns, such as how your driving habits affect your gas mileage, why you might not be getting the miles per gallon you expect, and the pros and cons of hybrids, plug-in hybrids, and EVs.

Whichever type of vehicle you buy, the fuel-economy ratings will help you choose the most efficient vehicle to meet your needs. But bear in mind that your mileage will vary based on how you drive and how the car has been maintained.

Where you live makes a difference, too. If your daily commute takes you up and down lots of hills, you'll use more fuel than commuting on flatter terrain. Hot and cold climates can also have an effect. And if you live in the heart of a city or spend a lot of your highway time in stop-and-go traffic, you'll get worse fuel economy than our overall average predicts. Use our fuel-economy ratings, or those from the government, for a general guide.

Over time, the Environmental Protection Agency has overhauled its method for estimating fuel economy to account for new technologies and driver behavior. The EPA performed a change for the 2017 model year that resulted in estimates that have decreased by 1 or 2 mpg from 2016. To compare EPA fuel-economy ratings, go to fueleconomy.gov/feg/findacar.htm.

The government uses lab tests to determine fuel economy, but CR

BIG SAVINGS WITH HIGHER MPGs

The savings from buying a more fuel-efficient vehicle can put some serious cash in your pocket.

This chart can help you determine your annual fuel savings by choosing a more fuel-efficient vehicle over one that gets worse gas mileage.

To compare two vehicles CR has tested, first look up their overall mpg in the charts starting on page 36. Then find the overall mpg figure for one vehicle on one axis of this chart, and the mpg for the other vehicle on the other axis. The box where the two intersect shows how much money you'd save per year, assuming you drive 12,000 miles per year and gasoline costs $3.60 per gallon.

Higher fuel prices would mean greater savings. A vehicle that uses regular fuel will save you even more money when compared with one that runs on premium.

MPG	12	14	16	18	20	22	24	26	28	30	32	34	36	38	40	42	44
12	$0	$514	$900	$1,200	$1,440	$1,636	$1,800	$1,938	$2,057	$2,160	$2,250	$2,329	$2,400	$2,463	$2,520	$2,571	$2,618
14	$514	$0	$386	$686	$926	$1,122	$1,286	$1,424	$1,543	$1,646	$1,736	$1,815	$1,886	$1,949	$2,006	$2,057	$2,104
16	$900	$386	$0	$300	$540	$736	$900	$1,038	$1,157	$1,260	$1,350	$1,429	$1,500	$1,563	$1,620	$1,671	$1,718
18	$1,200	$686	$300	$0	$240	$436	$600	$738	$857	$960	$1,050	$1,129	$1,200	$1,263	$1,320	$1,371	$1,418
20	$1,440	$926	$540	$240	$0	$196	$360	$498	$617	$720	$810	$889	$960	$1,023	$1,080	$1,131	$1,178
22	$1,636	$1,122	$736	$436	$196	$0	$164	$302	$421	$524	$614	$693	$764	$827	$884	$935	$982
24	$1,800	$1,286	$900	$600	$360	$164	$0	$138	$257	$360	$450	$529	$600	$663	$720	$771	$818
26	$1,938	$1,424	$1,038	$738	$498	$302	$138	$0	$119	$222	$312	$391	$462	$525	$582	$633	$680
28	$2,057	$1,543	$1,157	$857	$617	$421	$257	$119	$0	$103	$193	$272	$343	$406	$463	$514	$561
30	$2,160	$1,646	$1,260	$960	$720	$524	$360	$222	$103	$0	$90	$169	$240	$303	$360	$411	$458
32	$2,250	$1,736	$1,350	$1,050	$810	$614	$450	$312	$193	$90	$0	$79	$150	$213	$270	$321	$368
34	$2,329	$1,815	$1,429	$1,129	$889	$693	$529	$391	$272	$169	$79	$0	$71	$134	$191	$242	$289
36	$2,400	$1,886	$1,500	$1,200	$960	$764	$600	$462	$343	$240	$150	$71	$0	$63	$120	$171	$218
38	$2,463	$1,949	$1,563	$1,263	$1,023	$827	$663	$525	$406	$303	$213	$134	$63	$0	$57	$108	$155
40	$2,520	$2,006	$1,620	$1,320	$1,080	$884	$720	$582	$463	$360	$270	$191	$120	$57	$0	$51	$98
42	$2,571	$2,057	$1,671	$1,371	$1,131	$935	$771	$633	$514	$411	$321	$242	$171	$108	$51	$0	$47
44	$2,618	$2,104	$1,718	$1,418	$1,178	$982	$818	$680	$561	$458	$368	$289	$218	$155	$98	$47	$0

PHOTO, PREVIOUS SPREAD: GETTY IMAGES

tests the cars we've bought at dealerships on real roads with real drivers.

Compare MPG

When it comes time to focus on fuel economy, remember that the difference between two vehicles can be substantial—even those separated by just 5 mpg. Improving a vehicle from 15 mpg to 20 mpg has a greater impact than improving from 35 mpg to 40 mpg.

For example, assuming gas costs $3.60 per gallon and you drive the national average of 12,000 miles per year, look at two midsized, three-row SUVs: the 2016 Buick Enclave and the 2016 Honda Pilot, both of which come with V6 engines. The Pilot got 20 mpg overall in our fuel-economy tests, saving you about $720 per year over the Enclave, which gets 15 mpg. If you drive more miles or gas prices rise, the savings are greater.

And it's not just SUVs. If you bought a 2016 Honda Civic, which got 32 mpg overall in our tests, instead of the Dodge Dart that got 27 mpg overall, you could save about $250 per year in fuel costs.

Switching categories brings more savings. For example, a 2019 Toyota Corolla Hatchback that gets 36 mpg has more passenger and cargo space than a Hyundai Kona, which gets 26 mpg. The Toyota could save you almost $462 per year.

As you compare the fuel economy of different vehicles, be sure to check the required grade of gasoline. A model that gets similar, or even slightly better, gas mileage than another may not be a bargain if it requires premium fuel.

Premium gas now sells for a lot more than regular gas. At the time of publication, the national average for regular gas was $3.60 per gallon, while premium fuel cost about $4.40. So buying a car that doesn't require premium can bring a decent savings. While both the 2018 Audi Q7 with the V6 and the 2018 Chevrolet Traverse return 20 mpg overall, the Q7 requires premium fuel, which means annual fuel costs will run $480 more than for the Traverse.

Sports and luxury cars designed to run on premium gas usually have higher-performance engines. These use a higher compression ratio, which generates more heat in the cylinders.

WHAT TO EXPECT

$720

How much you could save in fuel costs each year if you choose an SUV that gets 20 mpg instead of one that gets 15 mpg.

That makes them more prone to early detonation of the fuel/air mixture, known as "knocking" or "pinging." Premium gas, which has an octane rating of 91 or higher, is less volatile than regular gas, and thus more resistant to premature combustion than lower-octane gas. Using premium in an engine that doesn't require it, however, doesn't improve performance and is a waste of money.

Be sure to check the owner's manual. If premium is recommended but not required, you can run on regular gasoline without problems because the engine's electronic controls compensate by reducing power. We've found that the performance difference is typically imperceptible in normal, everyday driving.

After narrowing down your choices, the chart on the facing page can tell you how much money you could save annually by choosing one model over another.

Hybrids and Electrics

Hybrids can provide the best of both worlds, teaming an electric motor with a gasoline engine.

Electric motors are up to three times as efficient as gasoline engines, meaning they use one-third of the energy to do the same work.

On the other hand, gasoline contains much more energy in a given volume, and it does so much more cheaply (for now) than batteries or other electric storage solutions do.

By combining a gasoline engine, an electric motor, and a battery pack, hybrids can use electricity when it's most efficient without giving up the practicality of a gas engine—fueling up is quick, and gas stations are plentiful.

They deliver fuel economy that is among the best in their class. Even though they may be more expensive, many models now pay for themselves in both fuel and overall owner costs during the ownership cycle. And that payoff period becomes shorter when fuel prices are higher.

While early hybrids tended to be smaller vehicles, there are now many hybrid SUVs, sedans, and minivans on the market. Many of them outperform their non-hybrid versions in our tests.

For the most part, buying a used hybrid such as the Ford Fusion Hybrid, Honda Insight and Civic Hybrid, Lexus ES Hybrid, Toyota Camry Hybrid, or Toyota Prius can save you money even when fuel is cheap, and even if you keep the car for only two or three years.

A few hybrids will cost you more to own than a conventional equivalent at any gas price. For example, the more expensive 2015 Lexus RX 450h hybrid gets just 5 mpg better fuel economy than the RX 350, not enough of a savings to pay off the price difference.

Some hybrids are actually defined as mild hybrids. They use a small low-voltage battery and electric motor to lightly assist the gas engine and smooth out the stop/start system. They don't allow for any electric-only driving like a regular hybrid, and they won't meaningfully improve fuel economy.

Based on data from our Annual Auto Surveys, we've found that the Toyota Prius hybrid has outstanding reliability and low ownership costs. But we wanted to know whether the effectiveness of the battery degraded over the long run.

In order to determine whether battery degradation had an impact on fuel economy, in 2011 we tested a 2004 Prius with almost 215,000 miles on it. We then compared the results with a 2004 Prius that we tested when new. In addition to having the original battery, the retested Prius had the original engine and transmission.

The results? Overall fuel economy dropped to 42 mpg for the 215,000-mile Prius compared with 44 mpg back in 2004. Highway mileage dipped to 47.9 mpg, from 50.4 back in 2004. City mileage dropped to 32.2 mpg compared with the original car's 35.4 mpg.

If the battery of this car (called the Drive Motor Battery Pack) had to be replaced today, it would cost between $1,625 and $1,850 from a dealer, plus a refundable "core charge" of about $1,350 for the old battery pack.

But there is no need to spend that much. In our searches, we found many low-mile used batteries at prices between $995 and $1,544, and some remanufactured ones as low as $680.

Plug-in Hybrids: A Bridge to Fully Electric

As their name suggests, plug-in hybrid electric vehicles (PHEVs) combine a gas engine, an electric motor, and a battery. Unlike a conventional hybrid, their batteries are larger and can be plugged in to add even more electric range (about 20 to 40 miles when fully charged, depending on the vehicle).

"PHEVs can benefit from most of the fuel savings of a pure electric vehicle (EV) at a lower purchase price, and without the range anxiety," says Chris Harto, senior energy policy analyst at Consumer Reports. For example, a PHEV can handle a typical commute to work or school on electric power just like an EV, but it can also fill up at gas stations on a long road trip just like a gas-only car and plug in at an EV charging station or a regular electric outlet to recharge the battery.

The used PHEV market is smaller, though every year more are available as manufacturers introduce new models.

The Chevrolet Volt, Toyota Prius Prime, and PHEVs from BMW, Hyundai, Kia, Volvo, and others are a bridge between fully electric vehicles and standard hybrids. They can drive short distances on electricity only, then switch to hybrid operation once the battery depletes.

Should your trips, or commute, be within the electric-only range, plug-ins can provide the benefits of a pure electric car while still having a gas engine available for longer trips without worries about charging station availability and range limitations. However, when not plugged in, PHEVs can get lower MPG than a traditional hybrid.

Electric Vehicles: More Mainstream Every Year

Like PHEVs, there are more EVs every year, and their ranges are increasing.

EVs allow drivers to commute moderate distances using no gasoline and producing no tailpipe emissions. They can be charged by plugging them into a household wall outlet, although it will take considerable time to charge.

Used EVs are available from a grow-

SECRETS TO GETTING MORE MILEAGE

How you drive can significantly affect your fuel economy. That's the key finding of CR's fuel-economy tests. On the highway, keeping your speed down, driving steadily, and not carrying items on the roof are key to cutting fuel bills. In city and stop-and-go conditions, driving smoothly and with the engine warmed up make the greatest difference.

We used four-cylinder sedans and SUVs, and a V6-powered SUV, to test the effects of driving aggressively, carrying a car-top storage box and/or bicycles on racks, driving at faster and slower speeds on the highway, and driving with a cold engine, underinflated tires, and a dirty air cleaner. Of course, the biggest factor is vehicle choice. Even when we simultaneously committed a number of fuel-economy faux pas, the sedans got better fuel economy than the SUVs.

MOST IMPACT

> Reduce unnecessary drag. At highway speeds, more than 50 percent of engine power goes to overcoming aerodynamic drag. Don't add to that by carrying unneeded things on the roof. We did fuel economy tests at highway speed on a Nissan Altima and Toyota RAV4 with a roof rack, tail-hitch rack, and a roof-top box.

Carrying two mountain bikes on the roof had the biggest impact. The Altima lost 13 mpg, going from 46 mpg down to 33. The RAV4 lost 7 mpg, dropping to 32 mpg from 39 mpg.

There's even a loss when driving with the empty roof rack installed: The Altima dropped 5 mpg, and the Toyota lost 2 mpg.

The Nissan lost 12 mpg with the bikes on the hitch-mounted rack, while the RAV4 was down only 5 mpg. The bikes stuck out to the sides of the sedan, which created extra drag. They were mostly hidden behind the wider, boxier RAV4's bodywork.

The roof-top box resulted in a 9 mpg decrease for the Altima and a 5 mpg drop for the RAV4.

Overall, the aerodynamic drag doesn't hurt the RAV4 as much as the sleeker Altima. But it's best to remove rooftop racks or storage boxes when not using them to carry anything.

> Minimize driving with a cold engine. Engines run most efficiently when they're warm. In our city-driving tests, making multiple short trips and starting the engine from cold reduced fuel economy with our test vehicles. Engines also produce more pollution and wear faster when cold.

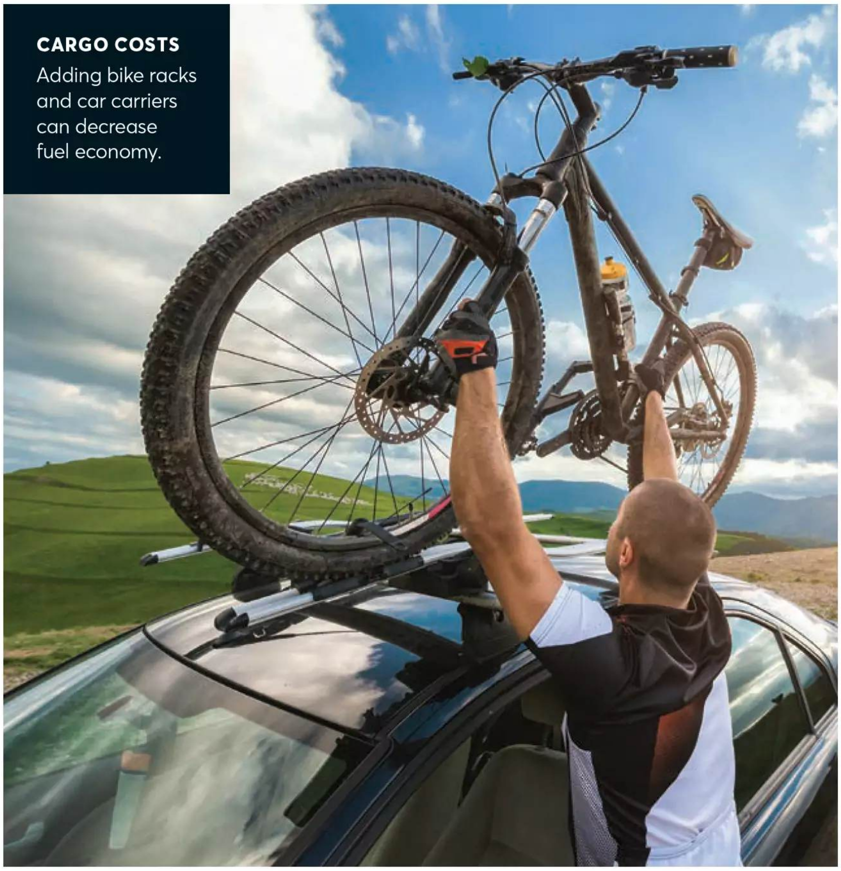
PHOTO: STOCKSY

ing number of automakers, ranging from large mainstream brands such as Chevrolet, Ford, Hyundai, Kia, Mercedes-Benz, and Nissan to ones with smaller lineups such as Fiat, Mazda, Mitsubishi, and Tesla.

According to the Bureau of Transportation Statistics, the most average daily trips are less than 25 miles a day, making even a short-range electric car suitable for most urban dwellers or families in need of a second car. Buyers of used EVs may qualify for up to a $4,000 federal tax credit, depending on their income and the vehicle they choose.

Still, EVs may require basic changes in driving habits. Many of the EVs on the used-car market have a limited driving range, and all can take hours to recharge. But as more new EVs with longer ranges enter the market, they will trickle down to used car shoppers, especially off-lease models.

Battery life expectancy and replacement cost remain question marks. But the public charging infrastructure is improving, with $7.5 billion in federal



CARGO COSTS
Adding bike racks and car carriers can decrease fuel economy.

To minimize cold-engine driving, combine short trips so that the engine stays warm.

› Slow down. Aerodynamic drag increases exponentially the faster you drive on the highway. We tested our vehicles' fuel economy at 55, 65, and 75 mph. Driving at 75 mph instead of 65 reduced the Camry's mileage from 35 mpg to 30. For the Ford Explorer, fuel economy fell from 21 mpg to 18. Slowing down to 55 mph saw the Camry improve to 40 mpg and the Ford to 24 mpg.

SOME IMPACT

› Drive smoothly. We found in our tests that frequent bursts of acceleration and braking reduced the Camry's mileage by 2 to 3 mpg and the Explorer's by about 1 mpg. The harder you accelerate, the more fuel you use. Unnecessary braking wastes the fuel you used to get up to speed. Drive smoothly and anticipate the movement of traffic. Once up to speed, maintain a steady pace. Smooth acceleration, cornering, and braking also extend the life of the engine, transmission, brakes, and tires.

› Use air conditioning if you must. We tested the effects of using air conditioning vs. opening the windows at various temperatures. At the relatively low temperature of 55° F, we found that the effects of running the A/C were minimal. But on an 85° F day, running the A/C reduced fuel economy by as much as 5 mpg on the highway.

We performed this test on various car types and found that the car also makes a difference. The A/C cut our Forester's mileage by only about 1 mpg on the highway and about 2 mpg in town. But the effect on our Accord was much greater. In any case, the A/C helps dehumidify the cabin, which can contribute to keeping the driver alert and safe. We think that's a worthwhile trade-off.

LITTLE IMPACT

› Keep tires inflated. Our tests show that driving on moderately underinflated tires is more of a safety concern than a fuel-economy concern. We set the air pressure in all four tires in the Camry and Explorer to 10 psi below that recommended by the auto manufacturer. This reduced highway mileage only slightly for both vehicles.

But what is more important is that underinflated tires provide much less grip for turning and stopping, and they run much hotter. Overheated tires wear faster and can lead to a blowout. Check the pressure of your vehicle's tires at least once per month, when the tires are cold.

Also check the tires before and after long road trips. The recommended tire pressure is found on a label inside the car—usually in a doorjamb, inside the glove-box lid, or inside the fuel-filler lid.

› Keep your air filter clean. We found that driving with a dirty air filter in modern engines didn't have a significant impact. Today's engines precisely control the air/fuel ratio, based on the volume of air coming in through the filter.

funds earmarked for more chargers. Tesla's network of Superchargers is being opened up to non-Teslas, and the ChargePoint, Electrify America, and EVgo networks are growing.

Before You Buy: Things You Need to Consider

Answer these questions to determine whether an EV is right for you:

- **How far do you drive?** If you mostly run local errands or have a short commute, say, 20 to 30 miles each way, the Nissan Leaf would probably fit your needs. With a PHEV like the Ford Fusion Energi or Toyota RAV4 Prime, distance is not a limiting factor. Of course, if you can plug in at your destination, you'll extend your electric range and fuel-cost savings.

Keep in mind that a car's electric range can vary significantly depending on weather and driving style. The 2018 Tesla Model 3 we bought and tested had an EPA range of 310 miles. But in cold weather evaluations, the car used up 121 miles of indicated range in 64 miles of driving. Our 2019 Leaf, with an EPA range of 151 miles, indicated just 10 miles remaining after we drove a total of 64 miles. Using the heater is a big drain on the range.

- **Will an EV save you money?** A popular belief is that because EVs have fewer drive components, there is less that can go wrong. Our reliability data show that any brand-new vehicle can have its share of problems, whether or not it's an EV or a gas-powered model. EVs do have different maintenance requirements than gas-powered vehicles. While they don't require oil changes, for example, their electric motors may need cooling fluid replaced on a regular basis.

Depending on your electricity rates and what you drive now, an EV should cost less than filling up with gas. Residential electricity cost an average of just over 15 cents per kilowatt-hour in the U.S. in 2022, according to the U.S. Energy Information Administration.

Most EVs run for about 3 miles per kWh, or about 5.5 cents per mile. With regular gas costing about $3.60 per gallon, a car like the 32 mpg Toyota Corolla would cost 11 cents per mile for fuel. But electrical rates vary widely, so check your local rates.

No one knows how long the lithium-ion batteries will last before they'll need replacement. And unlike the nickel-metal-hydride batteries used in many hybrids, there's minimal track record with which to gauge them. But they do tend to have long warranties. For example, the Leaf and Bolt carry 8-year/100,000-mile warranties on their battery packs and related hardware, and the Kia EV6 has a 10-year/100,000-mile battery warranty.

CHARGING AT HOME
A 240-volt charger at your house can recharge your EV while you sleep.

- **How you can charge at home.** You can charge an EV at any household outlet, but you will be hard-pressed to charge a dedicated EV overnight on a 120-volt outlet (known as Level 1 charging). A heavy-duty 240-volt outlet (Level 2 charging) on a dedicated 30- or 40-amp circuit, similar to an outlet for an electric clothes dryer, is more practical.

Installing a 240-volt connector runs an estimated $700 to $2,000, depending on the home's existing wiring and location of the outlet. See "How to Choose a Home Charger for Your EV," on the facing page, for more information.

- **What will you pay for charging?** Many utilities offer a wide variety of rate plans, so it's important to find out which will work for you. High electric rates can erode an EV's savings over a gas car.

In New England, where our test track is located, electricity averaged 31 cents per kWh in February 2024. This means some efficient hybrids will cost less to fuel than to charge a comparable EV.

Off-peak rates are lower in some areas of the country because you're taking advantage of the excess capacity that power plants have at night. DTE Energy in Detroit, for example, offers various rates. While the off-peak rate from 11 a.m. to 7 p.m. for June to October is 13.4 cents per kWh, the peak rate is 23.78 cents.

Buyers in California, where EVs and public chargers are more plentiful, need to be especially careful when choosing a plan. That state's Public Utilities Commission has set caps on usage for the lowest rates in basic plans. So unless you choose an appropriate plan, charging an EV can quickly kick you into a higher price bracket.

While some electric utilities have developed special rates for electric cars and for off-peak charging, these plans require the installation of "smart" meters, which can monitor the time of day when electricity is used. So it's best to call your utility company before you buy an electric car.

PHOTO, THIS PAGE: ADOBE STOCK. PHOTOS, OPPOSITE PAGE: JOHN POWERS/CONSUMER REPORTS

HOW TO CHOOSE A HOME CHARGER FOR YOUR EV

If you're thinking of buying an EV, you'll need a place to charge at home. As electric vehicles gain popularity, Consumer Reports decided to test several popular wall chargers that EV buyers might consider when purchasing a car.

As electric vehicle sales increase, Consumer Reports decided to test several popular wall chargers that EV buyers might consider when they are purchasing a car.

We also asked a focus group of EV owners about what they need and like in a home charger, known in the industry as electric vehicle supply equipment (EVSE).

We evaluated hardwired (permanently installed) and plug-in types, ranging in price from $300 to $700. The seven we evaluated performed similarly, but we learned about which features matter and which ones you might want to skip—or at least not buy as an extra. We list three staff favorites at right.

CHARGING CONVENIENCE

Owners of pure electric cars may find it helpful to have a wall charger installed to get charging done in a few hours instead of overnight or over days. It's possible to recharge your EV or plug-in hybrid by simply using the supplied cable that came with the car and a nearby 120-volt outlet, the typical outlet in your house or garage. For most drivers, trickling electricity overnight may be adequate for addressing the range needs of a typical commute. Plug-in hybrids, with their limited battery capacity and their ability to run on gasoline, probably don't warrant the investment in a wall charger. But for drivers who periodically use 100-plus miles of range in a single day, a wall charger is a convenience and a worthwhile investment.

The national average installation cost for a home charger is $833, according to HomeAdvisor. Of course, costs will vary depending on your specific setup.

CR'S TAKE

All of the EVSEs we evaluated did the job and are weatherproof, meaning they can be installed inside a garage or outside. We favor the plug-in type because of the portability; these chargers are easy to take with you when you move or even when you're on vacation, should you rent a home.

We found that a compact design and an easy-to-manage cable that's long enough can help optimize garage space and maximize flexibility.

The ideal cable can reach to the car's charge port whether its location on the car is front or rear, left or right. We found that a long 25-foot cable is handy. (Keep in mind that your next EV may not have the same port location.) A design that nicely integrates a hook for the unused cable portion is also convenient.

An app that communicates with you is handy, too, although most EVs allow you to view charging status and get notifications through the car manufacturer's app.

In making your selection, it's important to understand all the features and know exactly where you want to mount the charger.

Functions and size are ultimately the key differentiators among the name-brand EVSEs that we assessed. And finally, don't be swayed by the lower prices, because the cheaper EVSEs often don't charge as quickly.

For more information on electric vehicles as well as other wall chargers that we evaluated, go to CR.org/evsavings.

THE WALL CHARGERS WE EVALUATED

We installed each of these EVSEs to temporary walls at the Consumer Reports Auto Center and used them to charge our growing fleet of electric and plug-in hybrid test cars. These units cost between $300 and $700 at the time of purchase, before any tax credits. Since then, they have been replaced with newer models or the prices have changed.

JuiceBox 40
$549

JuiceBox
enel x

CORD LENGTH: 25 Feet
RESUME CHARGING: Yes
WHERE TO BUY: Amazon

This midpriced, versatile choice is a smart charger, with a dedicated app and WiFi connectivity, and can be scheduled to charge at off-peak times. It can charge up to 40 amps, thereby reducing charge times. The long 25-foot cord is a plus.

ChargePoint Home Flex
$549

CORD LENGTH: 23 Feet
RESUME CHARGING: Yes
WHERE TO BUY: Amazon, ChargePoint, Home Depot

We liked the Home Flex's compact, sleek design and attention to detail. It can connect to WiFi, and you can adjust the current (up to 50 amps) via a smartphone app. It will resume charging after a power outage.

Grizzl-E Classic
$349

CORD LENGTH: 24 Feet
RESUME CHARGING: Yes
WHERE TO BUY: Amazon

The Grizzl-E Classic is a basic 40-amp charger with no smart features, a rugged design, a hook to hang the charging plug from, and a 24-foot cord. Designed to work in extreme environments, it is rated for lower and higher temperatures.

2014-2023 CR Fuel-Economy and Road-Test Data

These charts show the overall fuel-economy, acceleration, and braking test results for more than 600 vehicles. **Trans.** is the transmission type (AT=automatic, MT=manual, CVT=continuously variable, seq=sequential, D=direct drive) and number of speeds as tested. **HP** is the horsepower of the engine tested. **Engine** is the configuration (H=hybrid, T=turbo, SC=supercharged, TD=turbodiesel, L=liters). **CR's overall mpg** is the miles per gallon from CR's tests. For electric cars (identified with *), the mpg equivalent is listed. Plug-in hybrid (identified with **) mileage is a combination of electric and gas. **0-60 mph acceleration** is determined by starting from a standstill with the engine idling. **Braking** is the distance in feet that a vehicle took to stop from 60 mph on dry pavement without any of the wheels locking up.

Tested Model	Model Year Range	Powertrain			Road-Test Data		
		Transmission	Horsepower	Engine	CR's overall mpg	Acceleration, 0-60 mph (sec.)	Braking from 60 mph dry (ft.)
Acura ILX 2.0 L	2014-2015	5 AT	150	2.0 L 4	**28**	9.4	136
Acura ILX Premium	2016-2022	seq 8	201	2.4 L 4	**28**	7.5	132
Acura Integra A-Spec	2023	CVT	200	1.5 L 4 T	**31**	7.7	129
Acura MDX Tech	2014-2015	6 AT	290	3.5 L V6	**20**	7.2	136
Acura MDX Tech	2016-2020	9 AT	290	3.5 L V6	**21**	6.8	135
Acura MDX Tech	2022-2023	10 AT	290	3.5 L V6	**20**	7.4	139
Acura RDX	2014-2018	6 AT	273	3.5 L V6	**22**	6.6	132
Acura RDX	2019-2023	10 AT	272	2.0 L 4 T	**22**	7.0	127
Acura RLX Tech	2014-2020	6 AT	310	3.5 L V6	**23**	6.5	128
Acura TL	2014	6 AT	280	3.5 L V6	**24**	6.8	131
Acura TLX (4-cyl.)	2015-2020	seq 8	206	2.4 L 4	**27**	7.4	129
Acura TLX (V6)	2015-2020	9 AT	290	3.5 L V6	**25**	6.5	129
Acura TLX Tech	2021-2023	10 AT	272	2.0 L 4 T	**23**	6.5	136
Acura TSX	2014	5 AT	201	2.4 L 4	**25**	8.3	138
Alfa Romeo Giulia Ti	2017-2023	8 AT	280	2.0 L 4 T	**27**	6.7	136
Alfa Romeo Stelvio Ti	2018-2023	8 AT	280	2.0 L 4 T	**24**	7.0	132
Audi A3 2.0T	2014	seq 6	200	2.0 L 4 T	**25**	7.3	134
Audi A3 (1.8T)	2015-2016	seq 6	170	1.8 L 4 T	**27**	8.3	124
Audi A3 Premium Plus	2022-2023	seq 7	201	2.0 L 4 T	**31**	6.8	120
Audi A4 Premium	2014-2016	8 AT	211	2.0 L 4 T	**25**	7.2	140
Audi A4 Premium Plus	2017-2023	seq 7	252	2.0 L 4 T	**27**	6.3	135
Audi A6 Premium Plus	2014-2018	8 AT	310	3.0 L V6 SC	**22**	5.7	132
Audi A6 2.0T	2019-2023	8 AT	248	2.0 L 4 T	**26**	6.8	129
Audi A8 3.0T	2019-2023	8 AT	335	3.0 L V6 T	**21**	6.1	133
Audi Allroad Premium	2014-2016	8 AT	211	2.0 L 4 T	**22**	8.1	131
Audi E-Tron Premium Plus	2019-2023	1 D	355	electric	**74***	6.3	131
Audi Q3	2015-2018	6 AT	200	2.0 L 4 T	**22**	8.4	132
Audi Q3	2019-2023	8 AT	228	2.0 L 4 T	**23**	7.8	126

Tested Model	Model Year Range	Powertrain			Road-Test Data		
		Transmission	Horsepower	Engine	CR's overall mpg	Acceleration, 0-60 mph (sec.)	Braking from 60 mph dry (ft.)
Audi Q5 Premium Plus	2014-2017	8 AT	211	2.0 L 4 T	**21**	7.9	130
Audi Q5 Premium Plus	2018-2023	seq 7	252	2.0 L 4 T	**24**	6.8	130
Audi Q7 Premium Plus	2017-2019	8 AT	333	3.0 L V6 SC	**20**	6.7	127
Audi Q7 Premium Plus	2020-2023	8 AT	335	3.0 L V6 T	**20**	7.0	133
Audi TT Premium Plus	2014-2015	seq 6	211	2.0 L 4 T	**25**	6.7	120
Audi TT 2.0T	2016-2023	seq 6	220	2.0 L 4 T	**26**	6.3	113
BMW 228i Gran Coupe	2020-2023	8 AT	228	2.0 L 4 T	**27**	7.2	132
BMW M235i	2014-2016	6 MT	320	3.0 L 6 T	**25**	5.2	115
BMW 230i	2022-2023	8 AT	255	2.0 L 4 T	**31**	6.4	128
BMW 328i	2014-2016	8 AT	240	2.0 L 4 T	**28**	6.3	132
BMW 328d xDrive	2014-2018	8 AT	180	2.0 L 4 TD	**35**	8.5	132
BMW 330i xDrive	2017-2018	8 AT	248	2.0 L 4 T	**26**	6.9	129
BMW 330i xDrive	2019-2023	8 AT	255	2.0 L 4 T	**29**	6.4	129
BMW 535i	2014-2016	8 AT	300	3.0 L 6 T	**23**	6.1	137
BMW 530i xDrive	2017-2023	8 AT	248	2.0 L 4 T	**26**	7.2	130
BMW 750i xDrive	2016-2022	8 AT	445	4.4 L V8 T	**21**	5.3	131
BMW i3 Giga	2014-2021	1 D	170	1.3 L 2 + E	**139***	7.5	131
BMW i4 M50	2023	1 D	536	electric	**96***	3.5	129
BMW iX xDrive50	2023	1 D	516	electric	**86***	4.3	127
BMW X1 xDrive28i	2014-2015	8 AT	240	2.0 L 4 T	**23**	6.8	133
BMW X1 xDrive28i	2016-2022	8 AT	228	2.0 L 4 T	**26**	7.9	134
BMW X1 xDrive28i	2023	seq 7	241	2.0 L 4 T	**28**	7.1	124
BMW X2 xDrive28i	2018-2022	8 AT	228	2.0 L 4 T	**25**	8.0	134
BMW X3 xDrive28i	2014-2017	8 AT	240	2.0 L 4 T	**23**	7.3	130
BMW X3 xDrive30i	2018-2023	8 AT	248	2.0 L 4 T	**24**	7.7	128
BMW X5 xDrive35i	2014-2018	8 AT	300	3.0 L 6 T	**21**	7.4	137
BMW X5 xDrive35i	2019-2023	8 AT	335	3.0 L 6 T	**23**	6.0	129
BMW Z4 sDrive28i	2014-2016	6 MT	240	2.0 L 4 T	**28**	6.1	122

Tested Model	Model Year Range	Powertrain			Road-Test Data		
		Transmission	Horsepower	Engine	CR's overall mpg	Acceleration, 0-60 mph (sec.)	Braking from 60 mph dry (ft.)
BMW Z4 sDrive30i	2019-2023	8 AT	255	2.0 L 4 T	**29**	6.1	111
Buick Cascada Premium	2016-2019	6 AT	200	1.6 L 4 T	**22**	8.9	134
Buick Enclave CXL	2014-2017	6 AT	288	3.6 L V6	**15**	7.9	142
Buick Enclave Premium	2018-2023	9 AT	310	3.6 L V6	**18**	7.4	130
Buick Encore (Leather)	2014-2022	6 AT	138	1.4 L 4 T	**23**	11.0	127
Buick Encore GX Select	2020-2023	9 AT	155	1.3 L 3 T	**26**	9.4	126
Buick Envision Premium	2016-2018	6 AT	252	2.0 L 4 T	**21**	7.9	128
Buick Envision Essence	2021-2023	9 AT	228	2.0 L 4 T	**23**	7.5	127
Buick LaCrosse CXS	2014-2016	6 AT	280	3.6 L V6	**20**	7.2	137
Buick LaCrosse Leather	2014-2016	6 AT	182	2.4 L 4	**26**	9.2	130
Buick LaCrosse Essence	2017-2020	9 AT	310	3.6 L V6	**24**	6.3	127
Buick Regal Premium I	2014-2017	6 AT	259	2.0 L 4 T	**24**	7.4	125
Buick Regal Essence (AWD)	2018-2020	8 AT	250	2.0 L 4 T	**23**	7.0	125
Buick Verano Leather	2014-2017	6 AT	180	2.4 L 4	**24**	8.5	129
Cadillac ATS Luxury	2014-2015	6 AT	272	2.0 L 4 T	**23**	6.5	125
Cadillac CT4 Premium Luxury	2020-2023	8 AT	237	2.0 L 4 T	**25**	7.4	129
Cadillac CT5 Premium Luxury	2020-2023	10 AT	237	2.0 L 4 T	**24**	7.7	127
Cadillac CT6 Luxury	2016-2020	8 AT	335	3.6 L V6	**22**	6.5	125
Cadillac CTS Luxury (AWD)	2014-2015	6 AT	321	3.6 L V6	**21**	6.8	127
Cadillac CTS Luxury (AWD)	2016-2019	8 AT	335	3.6 L V6	**22**	6.5	127
Cadillac Escalade (base)	2014	6 AT	403	6.2 L V8	**13**	7.5	158
Cadillac Escalade Luxury	2015-2020	8 AT	420	6.2 L V8	**16**	6.1	142
Cadillac Escalade Premium Luxury	2021-2023	10 AT	420	6.2 L V8	**16**	6.5	136
Cadillac SRX Luxury	2014-2016	6 AT	308	3.6 L V6	**18**	7.1	135
Cadillac XT4 Premium Luxury	2019-2023	9 AT	237	2.0 L 4 T	**23**	7.6	128
Cadillac XT5 Luxury	2017-2023	8 AT	310	3.6 L V6	**20**	7.1	132
Cadillac XT6 Premium Luxury	2020-2023	9 AT	310	3.6 L V6	**18**	7.1	134
Cadillac XTS Premium	2014-2019	6 AT	304	3.6 L V6	**22**	7.2	128
Chevrolet Blazer	2019-2023	9 AT	305	3.6 L V6	**19**	6.4	130
Chevrolet Bolt Premier	2017-2021	1 D	200	electric	**119***	6.8	138
Chevrolet Bolt Premier	2022-2023	1 D	200	electric	**120***	6.8	138
Chevrolet Bolt EUV	2022-2023	1 D	200	electric	**115***	7.2	137
Chevrolet Camaro 2LT	2014-2015	6 MT	304	3.6 L V6	**21**	6.6	133
Chevrolet Camaro 2SS coupe	2014-2015	6 MT	426	6.2 L V8	**18**	5.1	129
Chevrolet Camaro 2SS conv.	2014-2015	6 AT	400	6.2 L V8	**17**	5.6	117
Chevrolet Camaro 2SS coupe	2016-2023	6 MT	455	6.2 L V8	**20**	4.4	112
Chevrolet Colorado (V6)	2015-2022	6 AT	305	3.6 L V6	**18**	7.5	132
Chevrolet Colorado (diesel)	2016-2022	6 AT	181	2.8 L 4 TD	**24**	10.3	134

Tested Model	Model Year Range	Powertrain			Road-Test Data		
		Transmission	Horsepower	Engine	CR's overall mpg	Acceleration, 0-60 mph (sec.)	Braking from 60 mph dry (ft.)
Chevrolet Corvette Stingray 3LT	2014-2019	7 MT	460	6.2 L V8	**20**	4.3	107
Chevrolet Corvette 2LT	2020-2023	seq 8	495	6.2 L V8	**19**	3.4	113
Chevrolet Cruze 1LT	2014-2015	6 AT	138	1.4 L 4 T	**26**	9.8	139
Chevrolet Cruze LS	2014-2015	6 AT	138	1.8 L 4	**26**	10.5	139
Chevrolet Cruze Eco	2014-2015	6 AT	138	1.4 L 4 T	**27**	10.0	131
Chevrolet Cruze LT	2016-2019	6 AT	153	1.4 L 4 T	**30**	8.5	125
Chevrolet Cruze Diesel	2014-2015	6 AT	151	2.0 L 4 TD	**33**	9.7	134
Chevrolet Cruze Diesel	2017-2019	9 AT	137	1.6 L 4 TD	**41**	9.1	132
Chevrolet Equinox 1LT	2014-2017	6 AT	182	2.4 L 4	**21**	10.7	138
Chevrolet Equinox LTZ	2014-2017	6 AT	292	3.6 L V6	**18**	7.1	138
Chevrolet Equinox LT	2018-2023	6 AT	170	1.5 L 4 T	**25**	9.6	132
Chevrolet Equinox LT Diesel	2018-2019	6 AT	137	1.6 L 4 TD	**31**	10.1	135
Chevrolet Impala 2LTZ	2014-2020	6 AT	305	3.6 L V6	**22**	6.9	130
Chevrolet Malibu 1LT	2014-2015	6 AT	197	2.5 L 4	**26**	8.1	135
Chevrolet Malibu 2LTZ	2014-2015	6 AT	259	2.0 L 4 T	**24**	7.0	128
Chevrolet Malibu LT	2016-2023	6 AT	160	1.5 L 4 T	**29**	8.4	130
Chevrolet Malibu Hybrid	2016-2019	CVT	182	1.8 L 4 H	**41**	8.0	135
Chevrolet Silverado 1500 LT	2014-2018	6 AT	355	5.3 L V8	**16**	7.5	138
Chevrolet Silverado 1500 LT	2019-2020	8 AT	355	5.3 L V8	**17**	6.9	136
Chevrolet Silverado 1500 LT	2020-2023	10 AT	277	3.0 L 6 TD	**23**	7.9	144
Chevrolet Silverado 2500HD LTZ	2016-2018	6 AT	397	6.6 L V8 TD	**14**	8.2	157
Chevrolet Sonic LTZ hatch.	2014-2016	6 MT	138	1.4 L 4 T	**30**	8.9	130
Chevrolet Sonic LT sedan	2014-2019	6 AT	138	1.8 L 4	**28**	9.3	128
Chevrolet Spark 1LT	2014-2015	CVT	84	1.2 L 4	**31**	12.8	128
Chevrolet Spark 1LT	2016-2022	CVT	98	1.4 L 4	**33**	12.0	129
Chevrolet SS	2014-2016	6 AT	415	6.2 L V8	**17**	5.1	118
Chevrolet Suburban LT	2014	6 AT	320	5.3 L V8	**14**	8.4	147
Chevrolet Suburban LTZ	2015-2020	6 AT	355	5.3 L V8	**16**	7.9	139
Chevrolet Suburban Premier	2021-2023	10 AT	355	5.3 L V8	**16**	7.6	145
Chevrolet Tahoe LTZ	2014	6 AT	320	5.3 L V8	**14**	8.4	144
Chevrolet Tahoe LT	2015-2020	6 AT	355	5.3 L V8	**16**	7.7	136
Chevrolet Tahoe LT	2021-2023	10 AT	355	5.3 L V8	**17**	7.8	145
Chevrolet Trailblazer LT	2021-2023	9 AT	155	1.3 L 3 T	**27**	9.5	133
Chevrolet Traverse LT	2014-2017	6 AT	281	3.6 L V6	**16**	7.9	141
Chevrolet Traverse LT	2018-2023	9 AT	310	3.6 L V6	**20**	7.3	130
Chevrolet Trax	2015-2022	6 AT	138	1.4 L 4 T	**25**	10.8	130
Chevrolet Volt	2014-2015	1 D	150	1.4 L 4 + E	**61****	9.4	136
Chevrolet Volt LT	2016-2019	1 D	149	1.5 L 4 + E	**105***	8.0	133

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*Miles-per-gallon equivalent for electric. **Combination of electric and gas.

Tested Model	Model Year Range	Powertrain			Road-Test Data		
		Transmission	Horsepower	Engine	CR's overall mpg	Acceleration, 0-60 mph (sec.)	Braking from 60 mph dry (ft.)
Chrysler 200 Limited	2014	6 AT	283	3.6 L V6	**21**	6.8	140
Chrysler 200 C	2015-2017	9 AT	295	3.6 L V6	**25**	6.9	138
Chrysler 200 Limited	2015-2017	9 AT	184	2.4 L 4	**30**	9.8	130
Chrysler 300 Limited	2014-2023	8 AT	292	3.6 L V6	**22**	7.4	137
Chrysler 300 C	2014	5 AT	363	5.7 L V8	**18**	6.2	134
Chrysler 300 C	2015-2023	8 AT	363	5.7 L V8	**20**	6.1	134
Chrysler Pacifica Touring L	2017-2023	9 AT	287	3.6 L V6	**21**	8.0	136
Chrysler Pacifica Hybrid Plat.	2017-2023	CVT	248	3.6 L V6 + E	**44****	8.3	145
Chrysler T & C Tour.-L	2014-2016	6 AT	283	3.6 L V6	**17**	8.1	141
Dodge Challenger R/T	2014	6 MT	376	5.7 L V8	**19**	6.5	130
Dodge Challenger R/T Plus	2015-2023	6 MT	375	5.7 L V8	**20**	5.5	119
Dodge Charger SXT Plus	2014-2023	8 AT	292	3.6 L V6	**22**	7.4	134
Dodge Charger (V8)	2015-2023	8 AT	370	5.7 L V8	**20**	6.1	128
Dodge Dart SXT	2014-2016	6 AT	184	2.4 L 4	**27**	9.3	127
Dodge Durango (V6)	2014-2023	8 AT	290	3.6 L V6	**18**	8.3	134
Dodge Grand Caravan	2014-2020	6 AT	283	3.6 L V6	**17**	8.1	141
Dodge Journey Lux	2014-2019	6 AT	283	3.6 L V6	**16**	8.1	139
Fiat 124 Lusso	2017-2020	6 MT	160	1.4 L 4 T	**31**	7.1	121
Fiat 500 Sport	2014-2017	5 MT	101	1.4 L 4	**33**	11.3	134
Fiat 500c Pop	2014-2017	5 MT	101	1.4 L 4	**34**	11.0	129
Fiat 500 Abarth	2014-2019	5 MT	160	1.4 L 4 T	**28**	8.0	125
Fiat 500L Easy	2014-2020	seq 6	160	1.4 L 4 T	**27**	9.5	132
Fiat 500X Pop	2016-2023	9 AT	180	2.4 L 4	**23**	9.8	130
Ford Bronco Outer Banks	2021-2023	10 AT	315	2.7 L V6 T	**18**	7.0	149
Ford Bronco Sport Outer Banks	2021-2023	8 AT	181	1.5 L 3 T	**25**	8.9	126
Ford C-Max Energi	2014-2017	CVT	195	2.0 L 4 + E	**47****	8.1	136
Ford C-Max Hybrid	2014-2018	CVT	188	2.0 L 4 H	**37**	8.4	138
Ford EcoSport SES	2018-2022	6 AT	166	2.0 L 4	**24**	10.7	132
Ford Edge SEL	2014	6 AT	285	3.5 L V6	**18**	8.1	134
Ford Edge SEL (FWD)	2014	6 AT	247	2.0 L 4 T	**21**	8.9	132
Ford Edge (2.0T)	2015-2018	6 AT	245	2.0 L 4 T	**21**	8.8	132
Ford Edge (2.0T)	2019-2023	8 AT	250	2.0 L 4 T	**22**	7.7	129
Ford Escape SE	2014-2016	6 AT	173	1.6 L 4 T	**22**	9.9	133
Ford Escape Titanium	2014-2016	6 AT	231	2.0 L 4 T	**22**	8.2	134
Ford Escape SE	2017-2019	6 AT	179	1.5 L 4 T	**23**	10.1	132
Ford Escape SE	2020-2023	8 AT	180	1.5 L 3 T	**26**	8.9	128
Ford Escape SE Sport Hybrid	2020-2023	CVT	198	2.5 L 4 H	**34**	8.3	128

Tested Model	Model Year Range	Powertrain			Road-Test Data		
		Transmission	Horsepower	Engine	CR's overall mpg	Acceleration, 0-60 mph (sec.)	Braking from 60 mph dry (ft.)
Ford Expedition EL	2014	6 AT	300	5.4 L V8	**13**	9.1	154
Ford Expedition EL	2015-2017	6 AT	365	3.5 L V6 T	**14**	7.2	136
Ford Expedition Max Limited	2018-2023	10 AT	375	3.5 L V6 T	**16**	7.3	143
Ford Explorer XLT	2014-2019	6 AT	290	3.5 L V6	**18**	7.9	135
Ford Explorer XLT	2020-2023	10 AT	300	2.3 L 4 T	**21**	7.4	136
Ford F-150 XLT (V8)	2014	6 AT	360	5.0 L V8	**15**	7.8	142
Ford F-150 XLT (3.5T)	2014	6 AT	365	3.5 L V6 T	**15**	7.7	142
Ford F-150 XLT (3.5T)	2015-2017	6 AT	365	3.5 L V6 T	**16**	7.2	139
Ford F-150 XLT (2.7T)	2015-2017	6 AT	325	2.7 L V6 T	**17**	7.0	137
Ford F-150 XLT (2.7T)	2018-2020	10 AT	325	2.7 L V6 T	**19**	6.8	145
Ford F-150 XLT (2.7T)	2021-2023	10 AT	325	2.7 L V6 T	**19**	6.7	143
Ford F-150 Lariat Hybrid	2021-2023	10 AT	430	3.5 L V6 T+H	**20**	6.3	141
Ford F-250 Lariat	2014-2016	6 AT	400	6.7 L V8 TD	**16**	8.7	157
Ford F-250 Lariat	2017-2022	6 AT	450	6.7-L V8 TD	**15**	8.1	155
Ford Fiesta SES hatch.	2014-2019	5 MT	120	1.6 L 4	**32**	10.7	134
Ford Fiesta SE sedan	2014-2019	seq 6	120	1.6 L 4	**33**	10.9	142
Ford Fiesta SE (1.0T)	2014-2017	5 MT	123	1.0 L 3 T	**35**	9.0	125
Ford Fiesta ST	2014-2019	6 MT	197	1.6 L 4 T	**29**	7.3	118
Ford Flex SEL	2014-2019	6 AT	287	3.5 L V6	**18**	8.5	141
Ford Focus SE	2014-2015	seq 6	160	2.0 L 4	**28**	9.2	141
Ford Focus SE	2016-2018	seq 6	160	2.0 L 4	**29**	9.8	128
Ford Focus SE (1.0T)	2016-2018	6 AT	123	1.0 L 3 T	**29**	11.0	128
Ford Focus SE SFE	2014	seq 6	159	2.0 L 4	**31**	8.5	129
Ford Focus SEL hatch.	2014-2015	seq 6	160	2.0 L 4	**28**	9.3	137
Ford Focus Electric	2014-2018	1 D	143	electric	**107***	10.2	140
Ford Focus ST	2014-2018	6 MT	252	2.0 L 4 T	**26**	6.6	122
Ford Fusion SE (1.5T)	2014-2020	6 AT	181	1.5 L 4 T	**24**	9.2	125
Ford Fusion Titanium	2014-2020	6 AT	231	2.0 L 4 T	**22**	7.4	130
Ford Fusion Hybrid	2014-2020	CVT	188	2.0 L 4 H	**39**	8.3	140
Ford Maverick	2022-2023	8 AT	250	2.0 L 4 T	**23**	7.1	127
Ford Maverick Hybrid	2022-2023	CVT	191	2.5 L 4 H	**37**	8.3	129
Ford Mustang Prem.	2014	6 MT	305	3.7 L V6	**24**	6.2	134
Ford Mustang GT Prem. conv.	2014	6 AT	402	5.0 L V8	**23**	5.5	134
Ford Mustang GT Prem.	2014	6 MT	402	5.0 L V8	**22**	5.1	129
Ford Mustang GT Prem.	2015-2023	6 MT	435	5.0 L V8	**19**	4.9	121
Ford Mustang (2.3 T)	2015-2023	6 AT	310	2.3 L 4 T	**25**	6.4	125
Ford Mustang Mach-E Premium	2021-2023	1 D	290	electric	**90**	5.3	136

Tested Model	Model Year Range	Powertrain			Road-Test Data		
		Transmission	Horsepower	Engine	CR's overall mpg	Acceleration, 0-60 mph (sec.)	Braking from 60 mph dry (ft.)
Ford Ranger XLT	2019-2023	10 AT	270	2.3 L 4 T	**20**	7.4	143
Ford Taurus Limited	2014-2019	6 AT	288	3.5 L V6	**21**	7.2	135
Ford Transit Connect XLT	2014-2018	6 AT	169	2.5 L 4	**21**	10.9	132
Genesis Electrified GV70 Advanced	2023	1 D	429	electric	**91***	4.5	133
Genesis G70 (AWD)	2019-2023	8 AT	252	2.0 L 4 T	**23**	7.8	137
Genesis G80 3.8	2017-2020	8 AT	311	3.8 L V6	**20**	7.2	129
Genesis G80 Advanced	2021-2023	8 AT	300	2.5 L 4 T	**24**	6.8	128
Genesis G90 (3.3T)	2017-2022	8 AT	365	3.3 L V6 T	**18**	6.0	130
Genesis GV60 Advanced	2023	1 D	314	electric	**99***	5.1	131
Genesis GV70 Advanced	2022-2023	8 AT	300	2.5 L 4 T	**24**	7.5	135
Genesis GV80 Advanced	2021-2023	8 AT	375	3.5 L V6 T	**18**	6.0	129
GMC Acadia Denali	2017-2023	6 AT	310	3.6 L V6	**19**	6.8	130
GMC Terrain SLE	2018-2020	9 AT	252	2.0 L 4 T	**22**	7.2	128
Honda Accord Hybrid	2014-2015	1 D	196	2.0 L 4 H	**40**	7.7	137
Honda Accord Hybrid	2018-2022	CVT	212	2.0 L 4 H	**47**	7.4	139
Honda Accord Hybrid Sport	2023	CVT	204	2.0 L 4 H	**40**	8.0	128
Honda Accord EX-L	2014-2017	6 AT	278	3.5 L V6	**26**	6.3	139
Honda Accord LX	2014-2017	CVT	185	2.4 L 4	**30**	7.7	136
Honda Accord EX	2018-2022	CVT	192	1.5 L 4 T	**31**	7.7	135
Honda Accord EX	2023	CVT	192	1.5 L 4 T	**32**	8.0	133
Honda Civic EX	2014-2015	CVT	143	1.8 L 4	**30**	9.6	128
Honda Civic EX-T	2016-2021	CVT	174	1.5 L 4 T	**31**	7.1	129
Honda Civic Hybrid	2014-2015	CVT	110	1.5 L 4 H	**40**	10.9	145
Honda Civic LX	2016-2021	CVT	158	2.0 L 4	**32**	8.7	129
Honda Civic Sport	2022-2023	CVT	158	2.0 L 4	**33**	9.7	129
Honda Civic Si	2014-2015	6 MT	201	2.4 L 4	**29**	7.1	139
Honda Civic Si	2017-2020	6 MT	205	1.5 L 4 T	**34**	7.3	131
Honda Civic Si	2022-2023	6 MT	200	1.5 L 4 T	**32**	7.3	134
Honda Crosstour EX-L	2014-2015	6 AT	278	3.5 L V6	**21**	7.0	143
Honda CR-V EX	2014	5 AT	185	2.4 L 4	**23**	9.2	128
Honda CR-V EX	2015-2016	CVT	185	2.4 L 4	**24**	9.0	134
Honda CR-V LX	2017-2019	CVT	184	2.4 L 4	**27**	8.6	133
Honda CR-V EX-T	2017-2022	CVT	190	1.5 L 4 T	**28**	8.2	137
Honda CR-V EX	2023	CVT	190	1.5 L 4 T	**26**	8.8	129
Honda CR-V Hybrid EX	2020-2022	CVT	212	2.0 L 4 H	**35**	8.5	133
Honda CR-V Hybrid Sport	2023	CVT	204	2.0 L 4 H	**35**	8.4	133
Honda CR-Z EX	2014-2015	6 MT	122	1.5 L 4	**35**	9.3	139
Honda Fit EX	2015-2020	CVT	130	1.5 L 4	**33**	10.0	132

Tested Model	Model Year Range	Powertrain			Road-Test Data		
		Transmission	Horsepower	Engine	CR's overall mpg	Acceleration, 0-60 mph (sec.)	Braking from 60 mph dry (ft.)
Honda HR-V LX	2016-2022	CVT	141	1.8 L 4	**29**	10.5	132
Honda HR-V LX	2023	CVT	158	2.0 L 4	**27**	11.1	130
Honda Insight EX	2014	CVT	98	1.3 L 4 H	**38**	11.8	136
Honda Insight EX	2019-2022	CVT	151	1.5 L 4 H	**54**	8.7	136
Honda Odyssey EX-L	2014-2017	6 AT	248	3.5 L V6	**21**	8.4	136
Honda Odyssey EX-L	2018-2023	9 AT	280	3.5 L V6	**22**	8.1	136
Honda Passport EX-L	2019-2023	9 AT	280	3.5 L V6	**21**	6.4	135
Honda Pilot EX-L	2014-2015	5 AT	250	3.5 L V6	**18**	9.0	144
Honda Pilot EX-L	2016-2022	6 AT	280	3.5 L V6	**20**	7.5	136
Honda Pilot EX-L	2023	10 AT	285	3.5 L V6	**21**	7.7	129
Honda Ridgeline RTS	2014	5 AT	247	3.5 L V6	**15**	8.6	149
Honda Ridgeline RTL	2017-2023	6 AT	280	3.5 L V6	**20**	7.3	134
Hyundai Accent GLS	2014-2017	6 AT	138	1.6 L 4	**31**	10.3	134
Hyundai Accent SEL	2018-2022	6 AT	130	1.6 L 4	**33**	9.9	128
Hyundai Accent SE hatch.	2014-2016	6 MT	138	1.6 L 4	**32**	8.5	136
Hyundai Azera 3.3L	2014-2017	6 AT	293	3.3 L V6	**23**	7.2	132
Hyundai Elantra GLS	2014-2016	6 AT	148	1.8 L 4	**29**	9.5	136
Hyundai Elantra SEL	2017-2020	6 AT	147	2.0 L 4	**33**	9.9	133
Hyundai Elantra SEL	2021-2023	CVT	147	2.0 L 4	**33**	7.9	128
Hyundai Elantra Hybrid Blue	2021-2023	seq 6	139	1.6 L 4 H	**48**	8.7	127
Hyundai Elantra GT	2014-2015	6 AT	148	1.8 L 4	**27**	9.8	134
Hyundai Elantra GT	2018-2020	6 AT	161	2.0 L 4	**28**	8.7	127
Hyundai Genesis (sedan)	2014	8 AT	333	3.8 L V6	**22**	6.4	135
Hyundai Genesis (AWD)	2015-2016	8 AT	311	3.8 L V6	**20**	7.2	129
Hyundai Ioniq SEL	2017-2020	seq 6	139	1.6 L 4 H	**52**	9.9	144
Hyundai Ioniq SE	2021-2022	seq 6	139	1.6 L 4 H	**52**	9.1	130
Hyundai Ioniq 5	2022-2023	1 D	320	electric	**98***	4.7	131
Hyundai Ioniq 6 SEL	2023	1 D	320	electric	**103***	4.6	130
Hyundai Kona SEL	2018-2023	6 AT	147	2.0 L 4	**26**	11.1	129
Hyundai Kona Electric	2019-2023	1 D	201	electric	**120***	6.6	135
Hyundai Palisade SEL	2020-2023	8 AT	291	3.8 L V6	**21**	7.1	132
Hyundai Santa Cruz SEL Premium	2022-2023	seq 8	281	2.5 L 4 T	**24**	6.6	132
Hyundai Santa Fe GLS	2014-2018	6 AT	290	3.3 L V6	**20**	7.6	133
Hyundai Santa Fe Limited	2019-2020	8 AT	235	2.0 L 4 T	**21**	8.7	136
Hyundai Santa Fe SEL	2021-2023	8 AT	191	2.5 L 4	**24**	10	126
Hyundai Santa Fe Hybrid SEL Prem.	2021-2023	6 AT	226	1.6 L 4 T+H	**30**	8.3	130
Hyundai Santa Fe Sport	2014-2018	6 AT	190	2.4 L 4	**23**	9.7	132
Hyundai Sonata GLS	2014	6 AT	198	2.4 L 4	**27**	8.2	134

*Miles-per-gallon equivalent for electric. **Combination of electric and gas.

Ratings > 2014-2023 CR Fuel-Economy and Road-Test Data

Tested Model	Model Year Range	Powertrain			Road-Test Data		
		Transmission	Horsepower	Engine	CR's overall mpg	Acceleration, 0-60 mph (sec.)	Braking from 60 mph dry (ft.)
Hyundai Sonata Limited	2014	6 AT	274	2.0 L 4 T	**25**	6.6	136
Hyundai Sonata SE	2015-2017	6 AT	185	2.4 L 4	**28**	9.2	139
Hyundai Sonata SEL	2018-2019	6 AT	185	2.4 L 4	**28**	8.3	129
Hyundai Sonata SEL	2020-2023	8 AT	191	2.5 L 4	**31**	7.5	127
Hyundai Sonata Hybrid	2014-2015	6 AT	206	2.0 L 4 H	**33**	9.1	148
Hyundai Sonata Hybrid	2016-2019	6 AT	193	2.0 L 4 H	**39**	8.2	140
Hyundai Sonata Hybrid SEL	2020-2023	6 AT	192	2.0 L 4 H	**44**	8.0	135
Hyundai Tucson GLS	2014-2015	6 AT	170	2.4 L 4	**22**	9.7	129
Hyundai Tucson SEL	2019-2021	6 AT	181	2.4 L 4	**22**	9.6	130
Hyundai Tucson SE	2016-2021	6 AT	164	2.0 L 4	**24**	11.0	129
Hyundai Tucson (1.6T)	2016-2018	seq 7	175	1.6 L 4 T	**26**	8.4	128
Hyundai Tucson SEL	2022-2023	8 AT	187	2.5 L 4	**26**	9.6	130
Hyundai Tucson Hybrid	2022-2023	6 AT	226	1.6 L 4 T+H	**35**	7.7	132
Hyundai Veloster	2014-2017	6 MT	138	1.6 L 4	**31**	9.2	131
Hyundai Veloster Turbo R-Spec	2019-2021	6 MT	201	1.6 L 4 T	**29**	7.0	119
Hyundai Venue SEL	2020-2023	CVT	121	1.6 L 4	**32**	8.9	125
Infiniti Q70	2014-2019	7 AT	330	3.7 L V6	**21**	5.8	128
Infiniti Q70 Hybrid	2014-2018	7 AT	360	3.5 L V6 H	**25**	5.6	131
Infiniti Q50 Premium (AWD)	2014-2015	7 AT	328	3.7 L V6	**21**	5.6	126
Infiniti Q50 3.0t Prem. (AWD)	2016-2023	7 AT	300	3.0 L V6 T	**22**	5.7	126
Infiniti QX30 Premium	2017-2019	seq 7	208	2.0 L 4 T	**25**	7.1	122
Infiniti QX50	2019-2023	CVT	268	2.0 L 4 T	**22**	7.2	129
Infiniti QX60	2014-2020	CVT	265	3.5 L V6	**19**	8.3	137
Infiniti QX60 Luxe	2022-2023	9 AT	295	3.5 L V6	**21**	6.7	138
Infiniti QX80	2014-2023	7 AT	400	5.6 L V8	**15**	6.9	139
Jaguar E-Pace S	2018-2023	9 AT	246	2.0 L 4 T	**21**	7.9	129
Jaguar F-Pace Prestige	2017-2023	8 AT	340	3.0 L V6 SC	**20**	6.0	129
Jaguar I-Pace HSE	2019-2023	1 D	394	electric	**76***	4.3	136
Jaguar XE (AWD)	2018-2020	8 AT	247	2.0 L 4 T	**25**	7.7	133
Jaguar XF 3.0 (AWD)	2014-2015	8 AT	340	3.0 L V6 SC	**21**	5.7	130
Jaguar XF 3.0 (AWD)	2016-2020	8 AT	340	3.0 L V6 SC	**21**	5.8	128
Jaguar XJL	2014-2019	6 AT	385	5.0 L V8	**19**	5.5	138
Jeep Cherokee Latitude	2014-2018	9 AT	184	2.4 L 4	**22**	10.9	138
Jeep Cherokee Limited	2014-2018	9 AT	271	3.2 L V6	**21**	7.7	133
Jeep Cherokee Limited	2019-2023	9 AT	270	2.0 L 4 T	**23**	7.5	129
Jeep Compass Latitude	2017-2022	9 AT	180	2.4 L 4	**24**	9.8	137
Jeep Gladiator Sport	2020-2023	8 AT	285	3.6 L V6	**18**	7.8	135

Tested Model	Model Year Range	Powertrain			Road-Test Data		
		Transmission	Horsepower	Engine	CR's overall mpg	Acceleration, 0-60 mph (sec.)	Braking from 60 mph dry (ft.)
Jeep Grand Cherokee Ltd	2014-2019	8 AT	240	3.0 L V6 TD	**24**	8.6	132
Jeep Grand Cherokee Ltd	2014-2021	8 AT	290	3.6 L V6	**18**	8.0	134
Jeep Grand Cherokee Ltd	2022-2023	8 AT	293	3.6 L V6	**20**	7.8	138
Jeep Grand Cherokee L Ltd	2021-2023	8 AT	290	3.6 L V6	**19**	8.8	141
Jeep Renegade	2015-2023	9 AT	180	2.4 L 4	**24**	9.9	130
Jeep Wagoneer Series II	2022-2023	8 AT	392	5.7 L V8	**15**	7.1	149
Jeep Wrangler Unltd Sahara	2014-2017	5 AT	285	3.6 L V6	**17**	8.9	151
Jeep Wrangler Sahara (4-dr)	2018-2023	8 AT	285	3.6 L V6	**18**	7.3	144
Kia Cadenza	2014-2016	6 AT	293	3.3 L V6	**22**	7.2	132
Kia Cadenza Premium	2017-2020	8 AT	290	3.3 L V6	**24**	7.0	127
Kia Carnival EX	2022-2023	8 AT	290	3.5 L V6	**21**	8.4	129
Kia EV6 Wind	2022-2023	1 D	320	electric	**105***	4.7	126
Kia Forte LX	2014-2016	6 AT	148	1.8 L 4	**28**	10.1	128
Kia Forte LX	2017-2018	6 AT	147	2.0 L 4	**33**	10.1	128
Kia Forte LXS	2019-2023	CVT	147	2.0 L 4	**34**	8.3	131
Kia K5 LXS	2021-2023	8 AT	180	1.6 L 4 T	**32**	7.7	130
Kia Niro EX	2017-2022	seq 6	139	1.6 L 4 H	**43**	9.9	143
Kia Niro EX	2023	seq 6	139	1.6 L 4 H	**45**	8.9	133
Kia Niro EV EX Premium	2019-2022	1 D	201	electric	**112***	6.8	135
Kia Niro EV Wind	2023	1 D	201	electric	**113***	7.1	128
Kia Optima LX	2014-2015	6 AT	200	2.4 L 4	**25**	8.6	143
Kia Optima SX	2014-2015	6 AT	274	2.0 L 4 T	**24**	6.6	142
Kia Optima EX	2016-2020	6 AT	185	2.4 L 4	**28**	8.0	130
Kia Rio EX hatch.	2014-2016	6 AT	138	1.6 L 4	**29**	9.9	136
Kia Rio EX	2014-2017	6 AT	138	1.6 L 4	**30**	9.5	138
Kia Rio S	2018-2023	6 AT	130	1.6 L 4	**33**	9.6	131
Kia Sedona EX	2015-2021	6 AT	276	3.3 L V6	**20**	8.0	133
Kia Seltos S	2021-2023	CVT	146	2.0 L 4	**28**	9.0	128
Kia Sorento EX	2014-2015	6 AT	290	3.3 L V6	**20**	7.6	135
Kia Sorento EX	2016-2018	6 AT	290	3.3 L V6	**21**	7.4	131
Kia Sorento EX	2019-2020	8 AT	290	3.3 L V6	**22**	8.1	137
Kia Sorento EX	2021-2023	seq 8	281	2.5 L 4 T	**25**	6.5	133
Kia Sorento Hybrid	2022-2023	6 AT	227	1.6 L 4 T+H	**28**	8.1	132
Kia Soul Plus	2014-2019	6 AT	164	2.0 L 4	**26**	8.8	127
Kia Soul EX	2020-2023	CVT	147	2.0 L 4	**28**	8.8	120
Kia Sportage LX	2014-2016	6 AT	176	2.4 L 4	**22**	10.3	137
Kia Sportage SX	2014-2016	6 AT	260	2.0 L 4 T	**21**	7.1	135

Tested Model	Model Year Range	Powertrain			Road-Test Data		
		Transmission	Horsepower	Engine	CR's overall mpg	Acceleration, 0-60 mph (sec.)	Braking from 60 mph dry (ft.)
Kia Sportage LX	2017-2022	6 AT	181	2.4 L 4	**23**	9.6	128
Kia Sportage EX	2023	8 AT	187	2.5 L 4	**25**	10.0	134
Kia Sportage Hybrid EX	2023	6 AT	227	1.6 L 4 T+H	**36**	7.7	139
Kia Telluride EX	2020-2023	8 AT	291	3.8 L V6	**21**	7.2	127
Land Rover Discovery HSE	2017-2023	8 AT	340	3.0 L V6 SC	**17**	7.3	138
Land Rover Discovery Sport	2015-2023	9 AT	240	2.0 L 4 T	**21**	8.6	136
Range Rover HSE	2014-2019	8 AT	340	3.0 L V6 SC	**17**	6.7	137
Range Rover Evoque SE	2020-2023	9 AT	246	2.0 L 4 T	**20**	8.3	126
Range Rover Sport HSE	2014-2018	8 AT	340	3.0 L V6 SC	**18**	6.5	137
Range Rover Sport HSE	2023	8 AT	355	3.0 L 6 T	**20**	7.2	133
Range Rover Velar S	2018-2023	8 AT	247	2.0 L 4 T	**21**	8.4	130
Lexus CT200h	2014-2017	CVT	134	1.8 L 4 H	**40**	11.0	133
Lexus ES350	2014-2018	6 AT	268	3.5 L V6	**25**	6.7	139
Lexus ES350	2019-2023	8 AT	302	3.5 L V6	**25**	6.9	132
Lexus ES300h	2014-2018	CVT	200	2.5 L 4 H	**36**	8.2	140
Lexus GS350	2014-2020	6 AT	306	3.5 L V6	**21**	6.2	137
Lexus GX460	2014-2023	6 AT	301	4.6 L V8	**17**	7.5	136
Lexus IS250 (AWD)	2014-2015	6 AT	204	2.5 L V6	**21**	8.7	138
Lexus IS300 (AWD)	2016-2020	6 AT	255	3.5 L V6	**20**	6.5	139
Lexus IS300 (AWD)	2021-2023	6 AT	260	3.5 L V6	**22**	6.1	129
Lexus LS460L	2014-2017	8 AT	380	4.6 L V8	**21**	6.2	140
Lexus LS500 (AWD)	2018-2023	10 AT	416	3.5 L V6 T	**20**	6.0	136
Lexus NX (2.0T)	2015-2021	6 AT	235	2.0 L 4 T	**24**	7.5	132
Lexus NX350	2022-2023	8 AT	275	2.4 L 4 T	**25**	7.2	127
Lexus NX300h	2015-2021	CVT	194	2.5 L 4 H	**29**	8.9	136
Lexus NX350h	2022-2023	CVT	240	2.5 L 4 H	**38**	7.6	138
Lexus RX350	2014-2015	6 AT	275	3.5 L V6	**21**	7.3	136
Lexus RX350	2016-2022	8 AT	295	3.5 L V6	**22**	7.5	139
Lexus RX350	2023	8 AT	275	2.0 L 4 T	**24**	7.5	132
Lexus RX350h	2023	CVT	246	2.5 L 4 H	**34**	7.8	137
Lexus RX350L	2018-2022	8 AT	295	3.5 L V6	**20**	7.7	136
Lexus RX450h	2014-2015	CVT	295	3.5 L V6 H	**26**	7.7	135
Lexus RX450h	2016-2022	CVT	308	3.5 L V6 H	**29**	7.5	138
Lexus RZ Premium	2023	1 D	308	electric	**107***	4.9	138
Lexus UX250h	2019-2023	CVT	175	2.0 L 4 H	**37**	8.8	137
Lincoln Aviator Reserve	2020-2023	10 AT	400	3.0 L V6 T	**19**	6.2	138
Lincoln Continental (2.7T)	2017-2020	6 AT	335	2.7 L V6 T	**20**	6.6	127

Tested Model	Model Year Range	Powertrain			Road-Test Data		
		Transmission	Horsepower	Engine	CR's overall mpg	Acceleration, 0-60 mph (sec.)	Braking from 60 mph dry (ft.)
Lincoln Corsair Reserve	2020-2023	8 AT	250	2.0 L 4 T	**23**	7.2	128
Lincoln MKC Reserve (2.3T)	2015-2019	6 AT	285	2.3 L 4 T	**19**	7.8	125
Lincoln MKS	2014-2016	6 AT	304	3.7 L V6	**20**	7.1	137
Lincoln MKX	2014-2015	6 AT	305	3.7 L V6	**18**	7.6	138
Lincoln MKX (2.7T)	2016-2018	6 AT	335	2.7 L V6 T	**18**	7.2	128
Lincoln MKZ (2.0T)	2014-2020	6 AT	231	2.0 L 4 T	**23**	7.4	124
Lincoln MKZ Hybrid	2014-2020	CVT	188	2.0 L 4 H	**34**	9.2	129
Lincoln Nautilus (2.7T)	2019-2023	8 AT	335	2.7 L V6 T	**18**	7.2	128
Lincoln Navigator Ultimate	2014	6 AT	300	5.4 L V8	**13**	8.8	149
Lincoln Navigator (3.5T)	2015-2017	6 AT	380	3.5 L V6 T	**15**	7.0	136
Lincoln Navigator (3.5T)	2018-2023	10 AT	411	3.5 L V6 T	**16**	6.2	144
Lucid Air Touring	2023	1 D	620	electric	**121***	3.5	120
Maserati Ghibli S Q4	2014-2023	8 AT	404	3.0 L V6 T	**19**	5.4	115
Mazda3 i Touring	2014-2018	6 AT	155	2.0 L 4	**33**	8.3	133
Mazda3 i Gr. Tour.	2014-2018	6 MT	155	2.0 L 4	**32**	8.2	133
Mazda3 Select	2019-2023	6 AT	186	2.5 L 4	**30**	7.7	125
Mazda5 Gr. Tour.	2014-2015	5 AT	157	2.5 L 4	**23**	9.6	139
Mazda6 Sport	2014-2017	6 AT	184	2.5 L 4	**32**	7.5	132
Mazda6 Touring	2018-2021	6 AT	187	2.5 L 4	**28**	9.2	133
Mazda CX-3 Touring	2016-2021	6 AT	146	2.0 L 4	**28**	9.6	135
Mazda CX-30 Preferred	2020-2023	6 AT	186	2.5 L 4	**27**	8.7	133
Mazda CX-5 Touring	2014	6 AT	155	2.0 L 4	**25**	10.0	133
Mazda CX-5 Touring	2014-2016	6 AT	184	2.5 L 4	**25**	8.0	133
Mazda CX-5 Touring	2017-2023	6 AT	187	2.5 L 4	**24**	8.6	133
Mazda CX-50 Premium+	2023	6 AT	187	2.5 L 4	**24**	9.3	131
Mazda CX-9 Gr. Tour.	2014-2015	6 AT	273	3.7 L V6	**16**	8.2	137
Mazda CX-9 Touring	2016-2023	6 AT	227	2.5 L 4 T	**22**	7.9	139
Mazda MX-5 Miata Gr. Tour.	2014-2015	6 MT	167	2.0 L 4	**28**	7.0	122
Mazda MX-5 Miata Club	2016-2023	6 MT	155	2.0 L 4	**34**	6.7	124
Mercedes-Benz A220	2019-2022	seq 7	188	2.0 L 4 T	**27**	7.3	130
Mercedes-Benz C250	2014	7 AT	201	1.8 L 4 T	**24**	7.6	131
Mercedes-Benz C300 (AWD)	2015-2021	7 AT	241	2.0 L 4 T	**26**	6.8	136
Mercedes-Benz C300 (AWD)	2022-2023	9 AT	255	2.0 L 4 T	**29**	6.7	141
Mercedes-Benz CLA250	2014-2019	seq 7	208	2.0 L 4 T	**28**	6.6	124
Mercedes-Benz CLA250	2020-2023	seq 7	221	2.0 L 4 T	**27**	6.6	131
Mercedes-Benz E350	2014-2016	7 AT	302	3.5 L V6	**21**	6.3	131
Mercedes-Benz E250 BT (AWD)	2014-2016	7 AT	195	2.1 L 4 TD	**30**	8.3	131

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*Miles-per-gallon equivalent for electric.

Tested Model	Model Year Range	Powertrain			Road-Test Data		
		Transmission	Horsepower	Engine	CR's overall mpg	Acceleration, 0-60 mph (sec.)	Braking from 60 mph dry (ft.)
Mercedes-Benz E300 (AWD)	2017-2023	9 AT	241	2.0 L 4 T	**24**	7.1	128
Mercedes-Benz EQE350	2023	1 D	288	electric	**86***	5.5	121
Mercedes-Benz EQE350 SUV Exclusive	2023	1 D	288	electric	**81***	5.9	124
Mercedes-Benz EQS580	2022-2023	1 D	516	electric	**94***	4.0	133
Mercedes-Benz EQS450 SUV Premium	2023	1 D	355	electric	**78***	5.6	126
Mercedes-Benz GL BT	2014-2016	7 AT	240	3.0 L V6 TD	**20**	8.2	136
Mercedes-Benz GLA250	2015-2020	seq 7	208	2.0 L 4 T	**26**	6.9	128
Mercedes-Benz GLA250	2021-2023	seq 8	221	2.0 L 4 T	**27**	6.8	133
Mercedes-Benz GLB250	2020-2023	seq 8	221	2.0 L 4 T	**26**	6.8	125
Mercedes-Benz GLK350	2014-2015	7 AT	302	3.5 L V6	**21**	6.1	130
Mercedes-Benz GLC300	2016-2022	9 AT	241	2.0 L 4 T	**22**	6.8	132
Mercedes-Benz GLC300	2023	9 AT	255	2.0 L 4 T	**26**	6.6	127
Mercedes-Benz ML350	2014-2015	7 AT	302	3.5 L V6	**18**	6.8	138
Mercedes-Benz GLE350	2016-2019	7 AT	302	3.5 L V6	**18**	6.8	138
Mercedes-Benz GLE450	2020-2023	9 AT	362	3.0 L 6 T	**20**	6.0	132
Mercedes-Benz GLS450	2020-2023	9 AT	362	3.0 L 6 T	**20**	6.4	133
Mercedes-Benz S550 (AWD)	2014-2020	7 AT	449	4.7 L V8 T	**18**	5.1	128
Mercedes-Benz SLK250	2014-2016	6 MT	201	1.8 L 4 T	**26**	7.0	115
Mini Cooper (1.5T)	2014-2020	6 AT	134	1.5 L 3 T	**31**	8.3	133
Mini Cooper S	2014-2023	6 MT	189	2.0 L 4 T	**30**	7.2	130
Mini Cooper S conv.	2014	6 MT	172	1.6 L 4 T	**30**	7.5	128
Mini Cooper Clubman (1.5T)	2016-2019	6 AT	134	1.5 L 3 T	**28**	10.5	129
Mini Cooper Countryman S	2014-2016	6 AT	184	1.6 L 4 T	**26**	8.3	135
Mini Cooper Countryman S	2017-2023	8 AT	189	2.0 L 4 T	**25**	8.3	120
Mitsubishi Eclipse Cross SE	2018-2023	CVT	152	1.5 L 4 T	**24**	9.9	132
Mitsubishi i-MiEV SE	2014-2017	1 D	63	electric	**111***	14.7	132
Mitsubishi Lancer ES	2014-2017	CVT	152	2.0 L 4	**25**	9.8	144
Mitsubishi Lancer Evo GSR	2014-2015	5 MT	291	2.0 L 4 T	**21**	5.8	126
Mitsubishi Lancer Ralliart	2014-2015	seq 6	237	2.0 L 4 T	**20**	6.5	133
Mitsubishi Mirage ES	2014-2023	CVT	74	1.2 L 3	**37**	12.1	138
Mitsubishi Outlander SE	2014-2015	CVT	166	2.4 L 4	**23**	10.8	130
Mitsubishi Outlander SEL	2016-2020	CVT	166	2.4 L 4	**24**	10.0	132
Mitsubishi Outlander SE	2022-2023	CVT	181	2.5 L 4	**25**	9.8	133
Mitsubishi Outlander Sport SE	2014-2015	CVT	148	2.0 L 4	**23**	9.6	137
Nissan Altima 2.5 S	2014-2015	CVT	182	2.5 L 4	**31**	8.2	140
Nissan Altima 2.5 SV	2016-2018	CVT	179	2.5 L 4	**29**	8.4	135
Nissan Altima 3.5 SL	2014-2018	CVT	270	3.5 L V6	**24**	6.3	133
Nissan Altima SV	2019-2023	CVT	188	2.5 L 4	**31**	7.6	131
Nissan Ariya Platinum+	2023	1 D	389	electric	**87***	5.4	130
Nissan Armada Platinum	2014-2015	5 AT	317	5.6 L V8	**13**	7.2	142
Nissan Armada Platinum	2017-2023	7 AT	390	5.6 L V8	**14**	6.7	133
Nissan Cube 1.8 S	2014	CVT	122	1.8 L 4	**28**	10.0	149
Nissan Frontier LE	2014-2015	5 AT	261	4.0 L V6	**15**	7.9	142
Nissan Frontier SV	2022-2023	9 AT	310	3.8 L V6	**18**	7.5	128
Nissan Juke SV	2014-2015	CVT	188	1.6 L 4 T	**24**	7.9	139
Nissan Kicks SV	2018-2023	CVT	125	1.6 L 4	**32**	10.5	137
Nissan Leaf SL	2014-2017	1 D	107	electric	**106***	10.3	136
Nissan Leaf SL	2018-2023	1 D	147	electric	**112***	8.0	141
Nissan Leaf SL Plus	2019-2023	1 D	214	electric	**104***	7.0	139
Nissan Maxima 3.5 SV	2014	CVT	290	3.5 L V6	**22**	6.2	128
Nissan Maxima Platinum	2016-2023	CVT	300	3.5 L V6	**25**	6.5	132
Nissan Murano SL	2014	CVT	265	3.5 L V6	**19**	7.6	136
Nissan Murano SL	2015-2023	CVT	260	3.5 L V6	**21**	7.7	131
Nissan Pathfinder SL	2014-2020	CVT	260	3.5 L V6	**18**	7.7	137
Nissan Pathfinder SL	2022-2023	9 AT	284	3.5 L V6	**21**	7.6	138
Nissan Quest SL	2014-2016	CVT	260	3.5 L V6	**19**	8.4	143
Nissan Rogue SV	2014-2020	CVT	170	2.5 L 4	**24**	9.5	134
Nissan Rogue SV	2021	CVT	181	2.5 L 4	**25**	8.7	135
Nissan Rogue SV	2022-2023	CVT	201	1.5 L 3 T	**25**	9.1	134
Nissan Rogue Sport SV	2017-2022	CVT	141	2.0 L 4	**26**	10.3	134
Nissan Sentra SV	2014-2015	CVT	130	1.8 L 4	**29**	9.7	129
Nissan Sentra SV	2016-2019	CVT	124	1.8 L 4	**31**	10.4	129
Nissan Sentra SV	2020-2023	CVT	149	2.0 L 4	**32**	8.5	129
Nissan Titan SV	2014-2015	5 AT	317	5.6 L V8	**14**	7.2	142
Nissan Titan SV	2017-2023	7 AT	390	5.6 L V8	**16**	6.7	131
Nissan Titan XD SV	2016-2019	6 AT	310	5.0 L V8 TD	**15**	10.6	147
Nissan 370Z Tour. coupe	2014-2020	6 MT	332	3.7 L V6	**23**	5.3	120
Nissan Z Perform.	2023	6 MT	400	3.5 L V6 T	**24**	5.1	121
Nissan Versa Note SV	2014-2018	CVT	109	1.6 L 4	**31**	10.9	135
Nissan Versa SV sedan	2014-2019	CVT	109	1.6 L 4	**32**	10.6	140
Nissan Versa SV	2020-2023	CVT	122	1.6 L 4	**32**	9.6	130
Nissan Xterra S	2014-2016	5 AT	261	4.0 L V6	**17**	7.7	135
Porsche 911 Carrera S	2014-2019	7 MT	400	3.8 L 6	**23**	4.1	108
Porsche Boxster (base)	2014-2016	6 MT	265	2.7 L 6	**23**	6.1	112

Tested Model	Model Year Range	Powertrain			Road-Test Data		
		Transmission	Horsepower	Engine	CR's overall mpg	Acceleration, 0-60 mph (sec.)	Braking from 60 mph dry (ft.)
Porsche 718 Boxster (base)	2017-2023	seq 7	300	2.0 L 4 T	**26**	4.4	108
Porsche Cayenne (base)	2014-2018	8 AT	300	3.6 L V6	**19**	7.8	134
Porsche Cayenne (base)	2019-2023	8 AT	335	3.6 L V6 T	**21**	6.5	131
Porsche Macan S	2015-2023	seq 7	340	3.0 L V6 T	**19**	6.4	130
Porsche Panamera S	2014-2015	seq 7	400	4.8 L V8	**20**	5.5	116
Ram 1500 Big Horn	2014-2018	8 AT	395	5.7 L V8	**15**	7.1	141
Ram 1500 Big Horn	2019-2023	8 AT	395	5.7 L V8	**17**	7.1	137
Ram 1500 Big Horn (diesel)	2014-2018	8 AT	240	3.0 L V6 TD	**20**	9.5	143
Ram 1500 Big Horn (diesel)	2020-2023	8 AT	240	3.0 L V6 TD	**23**	8.8	138
Ram 2500 Laramie (diesel)	2016-2018	6 AT	370	6.7 L 6 TD	**14**	8.9	152
Scion FR-S	2014-2016	6 MT	200	2.0 L 4	**30**	7.2	126
Scion iQ	2014-2015	CVT	94	1.3 L 4	**34**	10.6	139
Scion tC	2014-2016	6 AT	179	2.5 L 4	**27**	8.6	134
Scion xB	2014-2015	4 AT	158	2.4 L 4	**23**	9.4	137
Scion xD	2014	4 AT	128	1.8 L 4	**29**	9.7	136
Scion xD	2014	5 MT	128	1.8 L 4	**34**	9.0	136
Smart ForTwo Passion	2014-2015	seq 5	71	1.0 L 3	**39**	14.6	139
Smart ForTwo Passion	2016-2017	seq 6	89	0.9 L 3 T	**36**	11.2	132
Subaru Ascent Limited	2019-2023	CVT	260	2.4 L 4 T	**22**	8.0	129
Subaru BRZ Premium	2014-2020	6 MT	200	2.0 L 4	**30**	7.2	126
Subaru BRZ Limited	2023	6 MT	228	2.4 L 4	**27**	6.3	117
Subaru Crosstrek Premium	2016-2017	CVT	148	2.0 L 4	**26**	9.7	130
Subaru Crosstrek Premium	2018-2023	CVT	152	2.0 L 4	**29**	10.2	125
Subaru Crosstrek Hybrid	2019-2023	CVT	148	2.0 L 4 + E	**33**	9.0	129
Subaru Forester 2.5i Premium	2014-2018	CVT	170	2.5 L 4	**26**	8.7	127
Subaru Forester Premium	2019-2023	CVT	182	2.5 L 4	**28**	9.2	130
Subaru Impreza Sport Premium	2014-2016	CVT	148	2.0 L 4	**26**	9.4	127
Subaru Impreza Premium	2014-2016	CVT	148	2.0 L 4	**27**	9.2	129
Subaru Impreza Premium	2017-2023	CVT	152	2.0 L 4	**30**	9.5	124
Subaru Impreza WRX	2014	5 MT	265	2.5 L 4 T	**24**	5.3	125
Subaru Impreza WRX Premium	2015-2021	6 MT	268	2.0 L 4 T	**26**	6.0	120
Subaru Impreza WRX STi	2014	6 MT	305	2.5 L 4 T	**21**	5.4	123
Subaru Legacy 2.5i Premium	2014	CVT	173	2.5 L 4	**26**	9.1	139
Subaru Legacy 2.5i Premium	2015-2019	CVT	175	2.5 L 4	**26**	10.2	128
Subaru Legacy Premium	2020-2023	CVT	182	2.5 L 4	**28**	8.9	131
Subaru Outback 2.5i Limited	2014	CVT	173	2.5 L 4	**24**	10.3	137
Subaru Outback 2.5i Premium	2015-2019	CVT	175	2.5 L 4	**24**	10.5	133

Tested Model	Model Year Range	Powertrain			Road-Test Data		
		Transmission	Horsepower	Engine	CR's overall mpg	Acceleration, 0-60 mph (sec.)	Braking from 60 mph dry (ft.)
Subaru Outback 3.6R Limited	2015-2019	CVT	256	3.6 L 6	**22**	7.4	134
Subaru Outback Limited XT	2020-2023	CVT	260	2.4 L 4 T	**24**	7.1	132
Subaru Solterra Limited	2023	1 D	215	electric	**102***	6.4	135
Subaru Tribeca Limited	2014-2015	5 AT	256	3.6 L 6	**16**	8.6	139
Subaru WRX Premium	2022-2023	6 MT	271	2.4 L 4 T	**25**	5.8	124
Subaru XV Crosstrek Hybrid	2014-2015	CVT	160	2.0 L 4 H	**28**	10.1	131
Subaru XV Crosstrek	2014-2015	CVT	148	2.0 L 4	**26**	9.7	130
Tesla Model 3 Long Range	2018-2023	1 D	258	electric	**130***	5.3	133
Tesla Model S (85 kWh)	2014-2015	1 D	362	electric	**84***	5.6	128
Tesla Model S P85D	2014-2017	1 D	691	electric	**87***	3.5	118
Tesla Model S 75D	2016-2018	1 D	328	electric	**103***	5.1	129
Tesla Model S 100D	2019-2020	1 D	517	electric	**102***	5.1	129
Tesla Model X 90D	2016-2018	1 D	417	electric	**92***	4.9	127
Tesla Model X 100D	2019-2023	1 D	517	electric	**87***	4.9	127
Tesla Model Y Long Range	2020-2023	1 D	384	electric	**121***	4.7	121
Toyota 4Runner SR5	2014-2023	5 AT	270	4.0 L V6	**18**	7.7	131
Toyota 86	2017-2020	6 MT	205	2.0 L 4	**30**	7.2	126
Toyota GR86	2022-2023	6 MT	228	2.4 L 4	**28**	6.3	119
Toyota Avalon Limited	2014-2015	6 AT	268	3.5 L V6	**24**	7.0	132
Toyota Avalon Limited	2016-2018	6 AT	268	3.5 L V6	**24**	6.6	135
Toyota Avalon Hybrid	2014-2015	CVT	200	2.5 L 4 H	**36**	8.2	138
Toyota Avalon Hybrid	2019-2022	CVT	215	2.5 L 4 H	**42**	8.3	135
Toyota bZ4X Limited	2023	1 D	214	electric	**102***	6.4	135
Toyota Camry Hybrid	2014-2017	CVT	200	2.5 L 4 H	**38**	7.6	133
Toyota Camry Hybrid LE	2018-2023	CVT	208	2.5 L 4 H	**47**	7.8	138
Toyota Camry LE	2014-2017	6 AT	173	2.5 L 4	**27**	8.4	130
Toyota Camry LE	2018-2023	8 AT	203	2.5 L 4	**32**	8.0	126
Toyota Camry XLE	2014-2017	6 AT	268	3.5 L V6	**26**	6.4	136
Toyota Corolla LE Plus	2014-2019	CVT	132	1.8 L 4	**32**	9.9	138
Toyota Corolla LE	2020-2023	CVT	139	1.8 L 4	**33**	10.4	134
Toyota Corolla LE Hybrid	2020-2023	CVT	121	1.8 L 4 H	**48**	10.3	142
Toyota Corolla iM	2017-2018	CVT	137	1.8 L 4	**31**	10.0	133
Toyota Corolla Hatchback	2019-2023	CVT	144	2.0 L 4	**36**	8.7	129
Toyota Corolla Cross LE	2022-2023	CVT	169	2.0 L 4	**28**	9.3	128
Toyota C-HR XLE	2018-2022	CVT	144	2.0 L 4	**29**	11.2	131
Toyota Highlander XLE	2014-2016	6 AT	270	3.5 L V6	**20**	7.5	134
Toyota Highlander XLE	2017-2019	8 AT	295	3.5 L V6	**22**	7.4	134

*Miles-per-gallon equivalent for electric.

Ratings › 2014-2023 CR Fuel-Economy and Road-Test Data

Tested Model	Model Year Range	Powertrain			Road-Test Data		
		Transmission	Horsepower	Engine	CR's overall mpg	Acceleration, 0-60 mph (sec.)	Braking from 60 mph dry (ft.)
Toyota Highlander XLE	2020-2022	8 AT	295	3.5 L V6	**22**	7.3	132
Toyota Highlander XLE	2023	8 AT	265	2.4 L 4 T	**22**	7.7	133
Toyota Highlander Hybrid	2014-2019	CVT	280	3.5 L V6 H	**25**	8.3	138
Toyota Highlander Hybrid	2020-2023	CVT	243	3.5 L V6 H	**35**	8.0	141
Toyota Land Cruiser	2014-2021	6 AT	381	5.7 L V8	**14**	7.3	140
Toyota Prius	2014-2015	CVT	134	1.8 L 4 H	**44**	10.6	133
Toyota Prius	2016-2022	CVT	121	1.8 L 4 H	**52**	10.3	135
Toyota Prius (AWD)	2023	CVT	196	2.0 L 4 H	**51**	7.7	131
Toyota Prius Plug-in	2014-2015	CVT	134	1.8 L 4 + E	**47****	10.6	139
Toyota Prius Prime	2017-2022	CVT	121	1.8 L 4 + E	**69****	10.8	139
Toyota Prius C	2014-2019	CVT	99	1.5 L 4 H	**43**	11.3	135
Toyota Prius V Three	2014-2017	CVT	134	1.8 L 4 H	**41**	10.7	138
Toyota RAV4 XLE	2014-2015	6 AT	176	2.5 L 4	**24**	9.0	135
Toyota RAV4 XLE	2016-2018	6 AT	176	2.5 L 4	**24**	9.3	135
Toyota RAV4 XLE	2019-2023	8 AT	203	2.5 L 4	**27**	8.3	131
Toyota RAV4 Hybrid	2016-2018	CVT	194	2.5 L 4 H	**31**	8.7	136
Toyota RAV4 Hybrid	2019-2023	CVT	219	2.5 L 4 H	**37**	7.8	139
Toyota RAV4 Prime XSE	2021-2023	CVT	302	2.5 L 4 + E	**72****	6.3	142
Toyota Sequoia Limited	2014-2022	6 AT	381	5.7 L V8	**15**	7.1	146
Toyota Sequoia Limited	2023	10 AT	437	3.4 L V6 T + H	**18**	6.8	145
Toyota Sienna XLE (AWD)	2014-2016	6 AT	266	3.5 L V6	**19**	8.5	139
Toyota Sienna XLE	2014-2016	6 AT	266	3.5 L V6	**20**	8.8	134
Toyota Sienna XLE	2017-2020	8 AT	296	3.5 L V6	**21**	7.7	137
Toyota Sienna XLE	2021-2023	CVT	245	2.5 L 4 H	**36**	8.2	148
Toyota Supra Premium	2020-2023	8 AT	382	3.0 L 6 T	**27**	4.6	115
Toyota Tacoma (base)	2014-2015	5 AT	236	4.0 L V6	**17**	7.9	139
Toyota Tacoma SR5	2016-2023	6 AT	278	3.5 L V6	**19**	8.2	146
Toyota Tundra SR5	2014-2021	6 AT	381	5.7 L V8	**15**	6.7	153
Toyota Tundra SR5	2022-2023	10 AT	389	3.5 L V6 T	**17**	6.3	140
Toyota Venza V6	2014-2015	6 AT	268	3.5 L V6	**20**	6.9	137
Toyota Venza XLE	2021-2023	CVT	219	2.5 L 4 H	**37**	7.8	137
Toyota Yaris 4-dr hatch.	2014-2018	4 AT	106	1.5 L 4	**32**	10.8	137
Toyota Yaris (sedan)	2019-2020	6 AT	106	1.5 L 4	**35**	10.3	139
Toyota Yaris iA	2017-2018	6 AT	106	1.5 L 4	**35**	10.3	139
Volkswagen Atlas SEL	2018-2023	8 AT	276	3.6 L V6	**20**	8.7	135
Volkswagen Atlas Cross Sport SE	2020-2023	8 AT	235	2.0 L 4 T	**21**	8.7	131
Volkswagen Arteon (AWD)	2019-2023	8 AT	268	2.0 L 4 T	**24**	7.9	125

Tested Model	Model Year Range	Powertrain			Road-Test Data		
		Transmission	Horsepower	Engine	CR's overall mpg	Acceleration, 0-60 mph (sec.)	Braking from 60 mph dry (ft.)
Volkswagen Beetle 1.8T	2014-2018	6 AT	170	1.8 L 4 T	**27**	8.4	136
Volkswagen CC Sport	2014-2017	seq 6	200	2.0 L 4 T	**26**	7.5	133
Volkswagen Eos Lux	2014-2016	seq 6	200	2.0 L 4 T	**25**	7.9	135
Volkswagen Golf TDI	2014	6 MT	140	2.0 L 4 TD	**38**	9.4	132
Volkswagen Golf 2.5	2014	6 AT	170	2.5 L 5	**24**	8.6	131
Volkswagen Golf 1.8T	2015-2018	6 AT	170	1.8 L 4 T	**28**	8.7	130
Volkswagen Golf Alltrack	2017-2020	seq 6	170	1.8 L 4 T	**25**	8.5	124
Volkswagen GTI	2014	6 MT	200	2.0 L 4 T	**27**	7.2	133
Volkswagen GTI	2015-2017	6 MT	210	2.0 L 4 T	**29**	6.6	132
Volkswagen GTI	2022-2023	6 MT	241	2.0 L 4 T	**28**	6.4	127
Volkswagen Jetta SE (1.8T)	2014-2016	6 AT	170	1.8 L 4 T	**30**	8.5	137
Volkswagen Jetta SE (1.4T)	2016-2018	seq 6	150	1.4 L 4 T	**32**	9.1	131
Volkswagen Jetta SE (1.4T)	2019-2023	8 AT	147	1.4 L 4 T	**34**	9.0	135
Volkswagen Jetta GLI (2.0T)	2014-2017	6 MT	200	2.0 L 4 T	**27**	7.2	132
Volkswagen Jetta Hybrid SE	2014-2015	seq 7	170	1.4 L 4 H	**37**	8.1	138
Volkswagen Jetta TDI	2014	seq 6	140	2.0 L 4 TD	**34**	9.5	130
Volkswagen Jetta SportWagen TDI	2014	6 MT	140	2.0 L 4 TD	**36**	9.7	139
Volkswagen Jetta SportWagen SE	2014	6 AT	170	2.5 L 5	**23**	9.3	137
Volkswagen Passat SE (1.8T)	2014-2017	6 AT	170	1.8 L 4 T	**28**	8.6	129
Volkswagen Passat TDI SE	2014	seq 6	140	2.0 L 4 TD	**37**	9.8	132
Volkswagen Passat (V6)	2014-2018	seq 6	280	3.6 L V6	**23**	6.8	132
Volkswagen Passat SE	2020-2022	6 AT	174	2.0 L 4 T	**28**	7.9	130
Volkswagen Taos SE	2022-2023	seq 7	158	1.5 L 4 T	**26**	9.4	130
Volkswagen Tiguan SEL	2014-2017	6 AT	200	2.0 L 4 T	**21**	8.5	140
Volkswagen Tiguan SE	2018-2023	8 AT	184	2.0 L 4 T	**25**	10.3	131
Volkswagen Touareg TDI	2014-2015	8 AT	225	3.0 L V6 TD	**24**	8.4	135
Volvo S60 T5	2014	6 AT	250	2.5 L 5 T	**23**	6.7	134
Volvo S60 T5 Drive-E	2015-2018	8 AT	240	2.0 L 4 T	**25**	7.9	128
Volvo S60 T5	2019-2023	8 AT	250	2.0 L 4 T	**26**	7.3	125
Volvo S90 T6	2017-2023	8 AT	316	2.0 L 4 T	**23**	7.2	130
Volvo V60 CC	2015-2018	6 AT	250	2.5 L 5 T	**21**	8.1	127
Volvo XC60 T6	2014-2017	6 AT	281	3.0 L 6 T	**17**	7.4	132
Volvo XC60 T5	2018-2023	8 AT	250	2.0 L 4 T	**23**	8.0	124
Volvo XC70	2014-2015	6 AT	235	3.2 L 6	**18**	8.5	135
Volvo XC90	2014	6 AT	240	3.2 L 6	**17**	9.6	136
Volvo XC90 T6	2016-2023	8 AT	316	2.0 L 4 T	**20**	7.7	126

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3

How to Avoid A Lemon

EVEN IF YOU buy a reliable vehicle, it will need to be properly maintained. But buying one with hidden damage—which can affect its performance, safety, or reliability—can be a financial black hole. That's why it's important to thoroughly check out any vehicle you intend to buy. In this chapter we'll tell you how to do a preliminary inspection and what to look for during a test drive. Plus, we'll explain how to check a vehicle's history and discuss the pros and cons of choosing a certified used car.

Ask the Right Questions

When you've found a vehicle or two you're interested in—whether being sold by a dealership or privately—begin sizing up its condition and history over the phone. You can make some copies of the checklist on page 57 to help you keep notes about the conversation.

Begin by asking the owner or car dealer these basic questions. The answers can help you decide if it's worth a trip to take a closer look, particularly if you're buying from a private party.

- **How many miles does it have?** If the mileage is more than 20,000 per year or less than 5,000, ask why. A high-mileage car used on a long highway commute may have less wear than if it did a lot of short trips or stop-and-go driving. Still, take any "these were all highway miles" claim with a grain of salt. Also, while low mileage is nice, it's no guarantee of gentle care.
- **How is it equipped?** Whether they're listed in the ad or not, ask about key features: transmission type, safety equipment, audio system, cruise control, power seats, Bluetooth, rear entertainment screens, backup camera, and navigation. Features can be mistakenly added or omitted in ads.
- **What's the car's condition?** Start broad and don't interrupt. The seller could bring up something you wouldn't have thought to ask about.
- **How about the body and interior?** If these areas weren't covered before, ask about them specifically.
- **Has it been in a crash?** If yes, ask about the extent of the damage, the cost of repairs, and who did the work. Don't worry about minor scrapes, but think twice about a car that has been in a serious collision. Verify with a vehicle history report, such as from Carfax. See page 55 for more on this.
- **Do you have service records?** You want a car that has been well cared for. It should have had maintenance done at manufacturer-specified intervals. Ask for receipts for any parts that have been replaced. Repair-shop receipts usually note the odometer reading, helping you verify the history.
- **Are there open recalls?** Ask whether any safety recall work needs to be done. Dealerships can access the recall history. But with the VIN, you can check the manufacturer's website or nhtsa.gov. Note the mileage when work was performed. To learn more about recalls and technical service bulletins, turn to page 59 or go to **CR.org/carrecalls.**

QUESTIONS FOR PRIVATE SELLERS

- **Have you owned it since it was new?** You want to be able to piece together the car's service history. Be skeptical if the owner claims to have done the maintenance but can't produce any receipts, or if the car has changed hands multiple times in a few years. A vehicle history report can shed more light on those items.
- **Are you the person who drove it the most?** Ideally, you want to meet

DON'T GET STUCK WITH A PROBLEM CAR

These steps can help prevent buyer's remorse

It's a used-car buyer's nightmare: getting a rebuilt wreck despite doing your research.

That's because a rebuilt wreck is difficult to spot. Even buying a model known for good reliability is no guarantee that it won't have problems.

According to a Carfax report in January 2023, as many as 40 percent of the vehicles on the road have some sort of crash damage.

CR has found that vehicle history reports can't catch everything. Different state laws on salvage titles allow for big loopholes. Even when a car's title is labeled as salvaged, buyers might miss it. Make sure the seller's name is on the title, and be especially wary of any car with a "lost" title. But even cars with clean titles and vehicle history reports may have been wrecked.

One of the best ways to protect yourself from hidden problems is to hire your own mechanic to inspect any car you're serious about buying. But first look for these telltale signs in any car you are considering in order to thin the herd.

The close-up. Inspect each body panel for scratches, dents, and rust. Look under windowsills and fender edges for masking-tape marks, indicating paintwork.

Straight and narrow. Uneven panel gaps by the fenders, doors, hood, and trunk can mean shoddy repair.

Blend well. Be sure the paint color and finish are uniform, and check inside doorjambs for dull-looking overspray.

Attractive personality. Try placing a magnet on various spots on the doors and fenders. If it doesn't pull toward the car, body filler may be under the paint.

Crystal clear. Check for moisture in the head- and taillights.

Tread lightly. Make sure the tires have even treadwear. New tires may hide alignment problems.

Rust bucket. A coating of rust on the bolts or hinges inside the doorjamb is a clue that the car may have been submerged.

Sniff test. A musty, moldy smell in the interior or trunk could indicate water damage.

Inside the tailpipe. Black, greasy residue inside means the engine is burning oil.

the car's principal driver (or drivers) to see whether they strike you as responsible.

- **Why are you selling the car?** Look for a plausible explanation rather than an interesting story. If the answer sounds evasive, be wary.

CONDUCT A PREPURCHASE INSPECTION

Taking the time to inspect a car before you buy it will reduce the chance you'll end up stuck with one that's troublesome down the road.

Inspect It Carefully

No matter whom you buy from, always look over the vehicle thoroughly. Dress in clothes that you don't mind getting dirty and give the car a good going-over.

Do your inspection in daylight on a dry day, because floodlights and rain can make cars look shiny and hide body defects. The car should be parked on a level surface and shouldn't have been driven for at least an hour before you start your inspection.

EXTERIOR

- **Body condition.** Check each panel and the roof, looking for scratches, dents, and rust. Watch out for misaligned panels or large gaps, which can indicate either sloppy assembly at the factory or shoddy repair work. The paint color and finish should be the same on every body panel.

If you think the body or other parts of the car have been repainted, there may be paint on the rubber seals around the hood and trunk lid.

Rust is a cause for concern, so check the body for blistered paint or visible rust. Check the wheel wells, panels beneath the doors, and door bottoms.

Open and close each door, the hood, and the trunk. Gently lift and let go of each door, particularly the driver's door. If it seems loose on its hinges, the car has seen hard or long use. Inspect rubber seals for tearing or rot.

- **Glass.** Look carefully at the glass to make sure there are no cracks or large, pocked areas. A small stone chip might not be cause for alarm, though you should bring it up in negotiations. But cracks in the windshield will worsen and lead to a costly repair.
- **Suspension.** Walk around the car to see whether it's sitting level. Push down on each corner. If the shock absorbers are in good shape, the car should rebound just once, not bounce up and down. When driving, listen for any clunking sounds, which could indicate the wheel bearings or suspension joints are shot.
- **Lights and lenses.** Have a friend confirm that all lights are working. Make sure all light lenses and reflectors are intact and not cracked or missing. If any are fogged with moisture, it could be an indication that the vehicle was damaged in a flood.
- **Tires.** You can tell a lot from the tires. A car with less than, say, 20,000 miles should probably still have its original tires. Be wary of a low-mileage car with new tires, and check that all four tires are the same. If there are different branded tires on the car, ask why they have been replaced.

Treadwear should be even across the width of the tread, and the same on the tires on the left and right sides of the car. Ask whether the tires have been regularly rotated. If not, the wear is usually more severe on the drive wheels.

Aggressive drivers tend to put heavy wear on the outside shoulder of the front tires, at the edge of the sidewall. Assume that the car has been driven hard if that area shows heavier wear.

Tires that have been driven while overinflated tend to wear more in the middle than on the sides. Chronically underinflated tires show more wear on the sides. Cupped tires—those worn unevenly along the tread's circumference—may be a sign of a problem with the steering, suspension, or brakes.

Tires must have at least 2⁄32 inch of tread to be legal. Check the tread depth with a tread-depth tool—available at auto-parts stores—or a quarter. Insert the quarter into the tread groove, with Washington's head down. If you can see the top of his head, the tire should be replaced.

Examine the sidewalls for scuffing, cracks, or bulges, and look for dents or cracks on each wheel. If the vehicle is equipped with a spare tire, check to see that it's in good shape and that the proper jack and lug wrench are present.

INTERIOR

The inside of a car may matter most because that's where you'll spend a lot of time.

- **Odor.** When you first open the car door, sniff the interior. A musty, moldy, or mildewy smell could indicate water leaks. Remove the floor mats and check for wet spots on the carpet. An acrid smell may indicate that the car was used by a smoker. (Check the lighter and ashtray for evidence.) Some odors, such as mold and smoke, can be very hard to get rid of.
- **Seats.** Try out all the seats, even if you probably won't sit in the rear. Upholstery shouldn't be ripped or badly worn, particularly in a car with low mileage. Try all the seat adjustments to make sure that they work properly and that you can find a good driving position.
- **Pedals.** The rubber on the brake, clutch, and gas pedals gives an indication of use. The pedals in a car with low miles shouldn't show much wear. Pedal rubber that's worn through in spots—or brand new—indicates that the car has been driven a lot.
- **Instruments and controls.** Turn on the ignition switch without starting the engine. You should make sure all the warning lights—including the check-engine light—illuminate for a few seconds

PHOTO, PREVIOUS SPREAD: GETTY IMAGES

and go off when you start the engine. Note whether the engine is hard to start when cold and if it idles smoothly. Then try out every switch, button, and lever.

With the engine running, turn on the heater full blast to see how hot the vehicle gets, and how quickly. Switch on the A/C and make sure it quickly blows cold.

■ **Sound system.** Take along your smartphone or digital music player and plug it in and/or pair it via Bluetooth. Some older vehicles may have software compatibility issues connecting to newer phones. Ask a private seller or dealer if there are software updates to address the problem, or check online.

Check reception on AM, FM, and satellite radio. If the car is old enough to have a CD player, try loading and ejecting a disc.

■ **Roof.** Check the headliner and roof trim for stains or sags to see whether water is leaking through ill-fitting doors or windows. Check to see that the sunroof or moonroof opens and closes properly, and seals well when shut. Inspect a convertible top for tears by shining a flashlight up into it.

■ **Trunk.** Use your nose as well as your eyes. Sniff and look for signs of water entry. See whether the carpeting feels wet or smells musty, and check the spare-tire well for water or rust.

UNDER THE HOOD

It's best to make these checks with the engine cool. First inspect the general condition of the engine bay. Dirt and dust are normal, but be wary if you see oil splattered about or on the pavement below. Also be on the lookout for a battery covered with corrosion or wires and hoses hanging loose.

■ **Hoses and belts.** Squeeze the various rubber hoses running to the radiator, A/C, and other parts. The rubber should be firm and supple, not rock-hard, cracked, or mushy. Feel the drive belts to determine whether they are frayed.

■ **Fluids.** The owner's manual will point out where to look to check fluid levels. Engine oil could be dark or light colored, but it should not be gritty. If the dipstick has water droplets on it or shows gray or foamy oil, it could indicate a cracked engine block or blown head gasket, two serious problems.

Check the automatic-transmission fluid with the engine warmed up and running. With some vehicles, the dipstick has two sets of marks for checking when the engine is cold or warm.

Transmission fluid should be pinkish, not brown, and smell like oil, with no "burnt" odor. The dipstick shouldn't leave visible metal particles on a rag, another sign of a more serious problem.

Power-steering and brake fluids should be within the safe zone.

■ **Radiator.** Look into the plastic reservoir that's connected by a rubber hose to the radiator. The coolant should be a consistent color, not milky or rusty. Stains on the outside of the radiator are a sign of leaks.

■ **Battery.** Some "maintenance free" ones have a built-in charge indicator. Green usually means the battery is in good shape, and yellow or black usually means it's dying. These reveal the condition of just one cell and might not give an accurate reading on the health of the whole battery.

If it has been more than two years since the battery was last checked, you should have a mechanic or someone in an auto parts store check out the charging system and do a "load test" on the battery. See Chapter 5 for more on batteries.

UNDER THE VEHICLE

If you can find where the vehicle is usually parked, look for marks from old puddles of oil, coolant, or transmission fluid. Clear water that drips from under the car on a hot day is probably just water condensed from the air conditioner.

■ **Feel the tailpipe for residue.** If it's black and greasy, it means burnt oil. Tailpipe smudge should be dry and dark gray. Though some rust is normal, heavy rust could mean the vehicle needs a new exhaust system.

If the vehicle is high enough to slide under, you may be able to do some basic checks underneath. Spread an old blanket on the ground and look under the engine with a flashlight. If you see oil drips, oily leaks, or green or red fluid on the engine or the pavement beneath the car, it's not a good sign.

Examine the constant-velocity-joint boots, which are the round black rubber bellows at the ends of the axle shafts. If they're split and leaking grease, assume that the car has bad CV joints, another costly repair.

Structural components with kinks and large dents in the floor pan or fuel tank all indicate a past crash. Welding on the frame suggests that a section might have been replaced or cut out to do repair work. Fresh undercoating may hide recent structural repairs.

■ **EVs and hybrids.** Make sure the battery is fully charged before a test drive, so you can observe its projected range. For hybrids, check the in-car display in the gauge cluster to make sure the battery is charging and discharging while you drive.

Visit Your Mechanic

Before you close the deal, have the car scrutinized by a repair shop that routinely does diagnostic work. A dealer should have no problem lending you the car to have it inspected as long as you leave identification. If they tell you the inspection isn't necessary because the dealership has already done it, insist on having your mechanic look at it or walk away. If a private seller is reluctant to let you drive the car to a shop, offer to follow the seller there.

A thorough diagnosis should cost around $100 to $150, but check the price in advance. Ask the mechanic for a written report detailing the car's condition, noting any problems found and the cost to repair them. You can then refer to the report when you begin to negotiate with the seller.

If you don't know of any repair shops, you can ask for the name of a good shop at a local auto-parts store. If you can't get referrals, look for a nationwide vehicle inspection service, such as SGS

WHAT GOES WRONG AS CARS AGE

These areas are particularly problematic on older cars

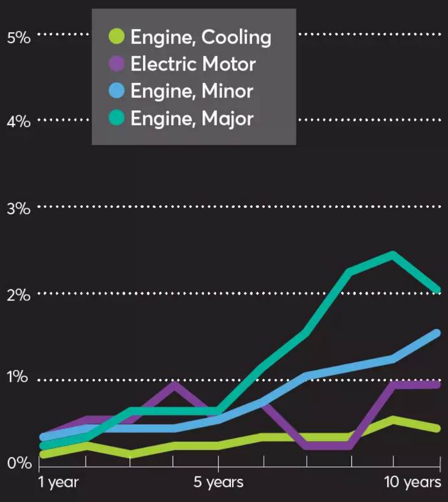
Even the best cars develop problems as they rack up miles. Parts wear, break down, and ultimately need replacement, following the natural order for any car. But components wear at different rates.

Breaking out the data from our Annual Auto Surveys, as highlighted in the charts below, reveals trends among the 20 potential trouble areas. We grouped the related issues and plotted the percentage of problem rates over time, from 1-year-old vehicles all the way up to 10-year-old ones.

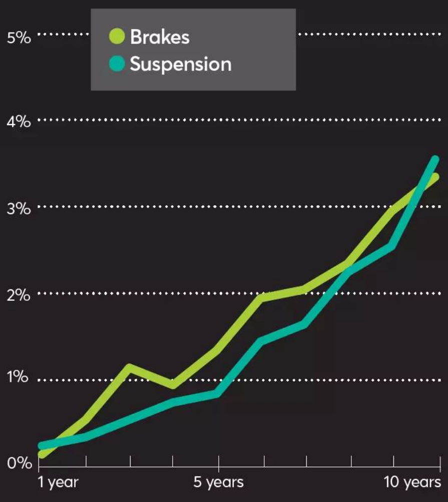
Most categories cover multiple subsystems. For example, the climate system, one of the most frequently cited problem in older models (6- to 10-year-old cars), includes the A/C compressor, automatic climate controls, blower (fan) motor, condenser, electrical failure, heater system, and refrigerant leaks.

Turn to the Vehicle Reviews, starting on page 96, to see what each trouble spot includes.

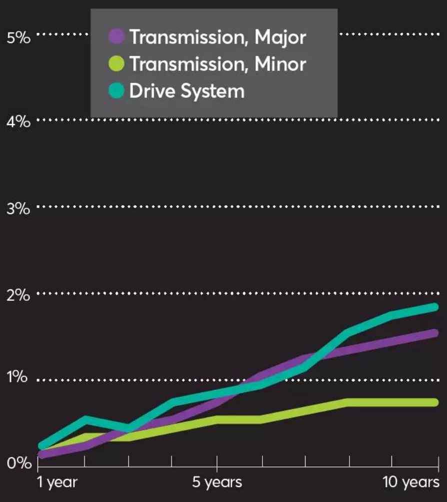
Engine/Motor



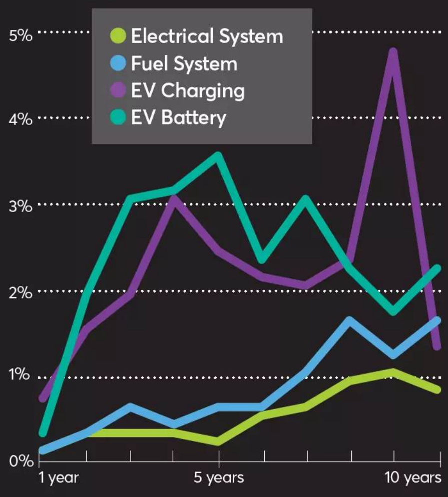
Brakes and Suspension



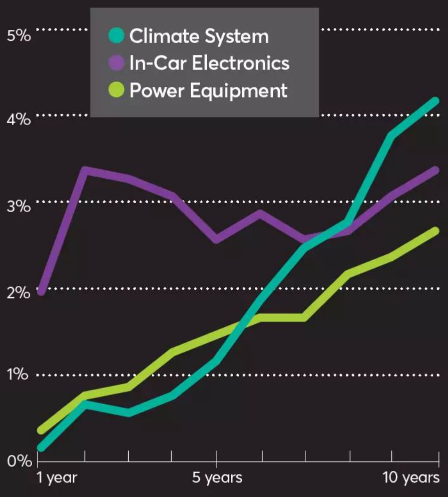
Drivetrain



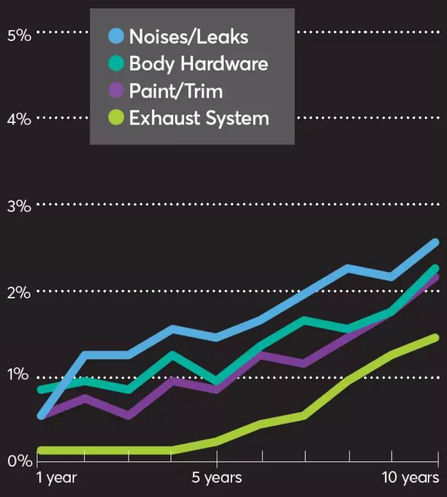
Fuel and Electrical



In-Car Amenities



Body, Paint, and Exhaust



(sgs.com) or Carchex (carchex.com), or check out the Car Care Council (carcare.org), an organization supported by the auto aftermarket industry. Note that there are no performance criteria for shops to be listed on that site.

To check for complaints about repair shops, research them at the Better Business Bureau's website (bbb.org). Members of the American Automobile Association (AAA) can use one of its recommended facilities.

If you're going to a shop for the first time, look for certificates or window decals from AAA or the National Institute for Automotive Service Excellence (ASE). AAA-certified garages must meet certain quality standards. The ASE grants certificates to mechanics who pass exams in any of 58 areas of expertise. The institute's Blue Seal of Excellence is given to shops with at least 75 percent of it technicians having ASE certification and each area of service having at least one certified technician.

An Effective Test Drive

This is your chance to see how the vehicle performs and whether you can detect any problems with its drivetrain, steering, suspension, brakes, or other important systems.

Try to drive all of the cars you're considering on the same day so that you can compare them more easily. Take at least 30 minutes for each and drive over different types of road surfaces and in various driving conditions. Plan your own driving route because the seller may suggest routes that hide or minimize problems.

While a dealer may insist on sending someone along with you and a private seller will certainly want to be present, try to eliminate distractions like talking with them.

The following are some of the major things you should concentrate on during your test drive. Something that might seem insignificant, such as the shape of the seats, could become a major irritant later.

- **Ride comfort.** Is the ride soft, harsh, or somewhere in between? Does the suspension isolate you from the road or do you feel every bump and ripple? Some suspensions feel comfortable over bumps but tend to be floaty, jouncing up and down a bit after a large bump. Look for a vehicle that feels tight and controlled over bumps but not harsh.

Ride comfort is determined by a vehicle's suspension, tires, and even its seats, but it's certainly one attribute measured by personal preference. Sporty cars and even some sedans have a firm ride, a common trade-off for sharp handling characteristics.

That might not be for everyone. Some buyers who excitedly bought a sporty car regretted it later because the stiff ride seemed to accentuate every little bump in the road. To determine your preference, drive several comparable vehicles to evaluate the differences. Be sure the ride you experience during your test drive is one you can tolerate for as long as you own the car.

- **Acceleration.** Make sure that the engine provides adequate acceleration when starting from a stop and that you can merge safely into highway traffic.

Acceleration depends primarily on the engine power, but it's also closely linked to how well the transmission operates. A great engine coupled with a mediocre transmission will deliver less-than-stellar performance. Conversely, a fairly small engine can appear much better in combination with a modern, well-designed transmission. EVs usually have instantaneous acceleration.

One of the real benefits of a test drive is to see if you like the powertrain. If so, that's great; if not, now is the time to change your selection or keep looking. During your test drives, be sure to try quick acceleration from a stop and a rolling merge into fast freeway traffic.

SHOULD YOU BUY A CERTIFIED USED CAR?

Here's how to decide if they're worth the premium price

Dealers tout them and buyers look for the label, but is there an advantage to a "certified pre-owned" (CPO) vehicle? Or are they just an expensive limited warranty?

A "certified" used car is one that has been vetted and deemed to be in better operating condition than its peers. In reality, that's not always the case.

Certified cars tend to cost thousands of dollars more than a typical used car. Much of that upcharge is due to an included warranty or service contract. CR has historically advised against paying extra for an extended warranty.

Actuarial data shows you might be better served saving your cash to use for repairs on a noncertified car. But that doesn't take into account the time and hassle of going to a repair shop and being without your car temporarily.

If your CPO car has a major repair covered by the warranty, you'll be thankful for it. And the dealer's inspection of a car for certification might sniff out and address recalls or items that could become big problems later.

Although CPO cars usually come with an extended warranty, dealers may push buyers toward a service contract that covers routine maintenance, which

- **Braking.** Do the brakes feel responsive without being too jerky? Braking is hard to evaluate thoroughly, but you can do a basic assessment. Feel how the vehicle responds when you press the pedal both softly and with more force. It should stop in a straight line and be smooth, not hesitant, and it should be easy to get the right amount of stopping power without the car stopping too abruptly or not quickly enough.
- **Steering and handling.** Does the car respond well to quick steering corrections? Does it stay on course when driving straight ahead on the highway or does it need continual corrections? Does the car feel relaxed or too twitchy to be comfortable? And does it stay relatively composed on rough roads?

Vehicle response to quick steering maneuvers is a key factor in avoiding emergency situations, so it's important to be comfortable with how your vehicle responds. It should be easy and controllable to maneuver along the road. The steering should not be so sensitive that it feels tense and not so slow that it takes a lot of turning to make a maneuver. You should also get good feedback through the steering wheel about what the car is doing on the road. Some steering systems feel numb and disconnected from the road.

While driving slowly, turn the wheel a little right and left to make sure there's not a big dead space in the center. Many vehicles have variable power steering, which makes them feel one way on the highway and another at slow speeds, like trying to maneuver into a tight parking space. You want the steering to feel light at parking speeds, with a firmer and more communicative feel at cruising speeds.

Don't try to test a vehicle at its handling and braking limits on a public road to see how it responds. Instead, see our road-test reports at **CR.org/cars.** We tell you how each car responded to our braking and avoidance-maneuver tests and give individual ratings for overall braking and emergency handling.

- **Quietness.** Consider engine, wind, and road noise, as well as squeaks and rattles. Turn off the radio and drive with the windows closed so that you can hear what else is going on. Most cars have some background noise. The question is whether the ambient sounds are at a level you can live with.

Engine noise has to do with a few factors. Four-cylinder engines are often

ALL ROAD TYPES
Do your test drive in the city and on the highway.

can get expensive as the vehicle hits major service intervals at 60,000 miles and beyond.

› **Be wary.** There are various degrees of certification. A used car may be advertised as certified, but it might not have the backing of an official automaker certification program. Some dealers certify cars themselves or sell third-party certifications. This type of CPO program brings certain risks. For instance, you could be stuck in a paperwork snarl when it comes time to make a warranty claim, especially if you seek work at another facility. You need to be aware of the differences, and you should ask the dealer to provide official documentation so that you know what kind of warranty you are buying. Also, not all certifications may be transferable from a previous owner to the next owner.

We recommend that you have any used vehicle—certified or not—inspected by a trusted independent mechanic, preferably one experienced in auto-body work.

Not all dealers will let you drive a car off the lot without a salesperson as a chaperone, but a trustworthy dealer should understand your interest in getting an unbiased opinion.

Most important, even a certified car isn't necessarily trouble-free. Don't assume the vehicle hasn't been wrecked or flooded, or suffered other serious damage—or even that it has been properly inspected as the certification process may promise.

Consumers have taken legal action claiming that certified inspections were not properly done or that certified vehicles had serious defects, some of which affected vehicle safety.

› **Bottom line.** We think it's fine to buy a noncertified car and bank any savings. Choose a reliable model and a vehicle that receives your mechanic's approval. If you choose a CPO, be sure to read the fine print on any warranty that's offered to determine whether the vehicle has been certified by a manufacturer, dealer, or third party.

the noisiest; V6 and V8 engines are far quieter. If an engine sounds coarse and loud under heavy acceleration or at highway speed, it could become more annoying later. Engines don't get quieter with age.

The transmission also plays a part. Under heavy acceleration, engine noise may be amplified by a continuously variable transmission (CVT). It doesn't indicate that anything is wrong, but it could become more annoying later.

Wind noise is the next biggest annoyance, and side-view mirrors are the major culprits. Poorly designed mirrors cause the wind to roar and whistle, unlike better-designed ones. You should have little trouble telling which is which during your test drive.

Listen at highway speed for wind noise coming through the roof. Leaky sunroof trim or roof rails may make a whistling sound.

High-performance and off-road tires create the most tire noise. It can be annoying, but buyers who want those kinds of tires are usually willing to put up with it. The test drive is a good way to determine your tolerance level.

- **Visibility.** This takes into account a number of design factors, such as seating position, mirror effectiveness, and body design. It can vary greatly, even among similar vehicles. And don't forget to check behind you when reversing.

The Problem of Salvage Vehicles

Thousands of cars are damaged or destroyed by floods every year, whether from damaging rainfalls or hurricanes that too often ravage coastal states. Don't assume these vehicles end up in a junkyard.

Some water-damaged cars are

7 WAYS TO PROTECT YOURSELF WHEN BUYING

Follow these tip to have a regret-free purchase

1 HAVE IT INSPECTED

Just because a report is clean doesn't mean the vehicle is free of problems. Some dealers that have provided "clean" reports have used them in court as a defense against charges that they knew a vehicle was a former wreck when they sold it. We also know cases of dealers altering reports that showed problems. So before buying a used car, have an independent mechanic check it for any damage.

2 TAKE A TEST DRIVE

Make note of unusual squeaks or rattles. If a car pulls to one side or tracks poorly, that might hint at previous damage. Check the back of body panels and doorjambs for paint overspray, a sign that the car may have had bodywork. The smell of mildew or mold could indicate water damage.

3 CHECK THE TITLE

Always inspect the title document. Look for anything indicating that the vehicle had been wrecked, repurchased under a state lemon law program, flooded, or had any other problem. Verify that the odometer statement matches the number on the car's odometer.

4 GET THE VEHICLE'S HISTORY REPORT

Carfax and AutoCheck reports are the most reliable and complete. If the report isn't recent or you suspect it has missing or fabricated information, verify it with the service. Some dealers offer free reports directly from the services.

5 READ THE DISCLOSURES

The reporting companies have many disclosures explaining the limits of the information and any guarantees they're providing.

6 BE REDUNDANT

If the seller doesn't provide you with a report, check with the free or inexpensive services first. In our research, VINCheck wasn't as thorough as commercial reports, but it identified vehicles that had been deemed a total loss. Because of regulations enacted after our evaluations, National Motor Vehicle Title Information System reports, which cost a few dollars, should find vehicles sold through insurance salvage auctions, including clean-title wrecks. If reports from those sources are clean, consider also getting one from AutoCheck ($25) or Carfax ($45). Along with total-loss information, they may provide warnings about odometer tampering and non-total-loss collisions.

7 GET THE BUYBACK PROTECTION

To take advantage of the limited "buyback" guarantees from AutoCheck, you must register the purchase with the service within 90 days. Carfax's guarantee is valid for one year from the date of the report. Remember that even clean reports from all services don't guarantee that the vehicle doesn't have damage or other problems.

PHOTO, PREVIOUS PAGE: ADOBE STOCK. PHOTO, THIS PAGE: SHUTTERSTOCK

repaired and resold in other parts of the country without the buyer being aware of the car's waterlogged history. In fact, Carfax says 399,000 flooded cars were back on the roads in 2022.

Though it's possible to restore such a vehicle to good condition, rebuilders often cut costs to make a profit. Even if they try to do a good job, no one can predict the crashworthiness and mechanical reliability of the vehicles.

Similar concerns affect thousands of vehicles that are repurchased by manufacturers under state lemon-law programs. Many are resold at retail. Lemons usually don't have the severe problems you'd expect with salvage cars. But it can be difficult to verify that a defect has been corrected.

State laws differ on what they define as salvage vehicles and on how—or even if—those vehicles need to be inspected and buyers informed before resale. Your state DMV can explain how to spot a salvage title.

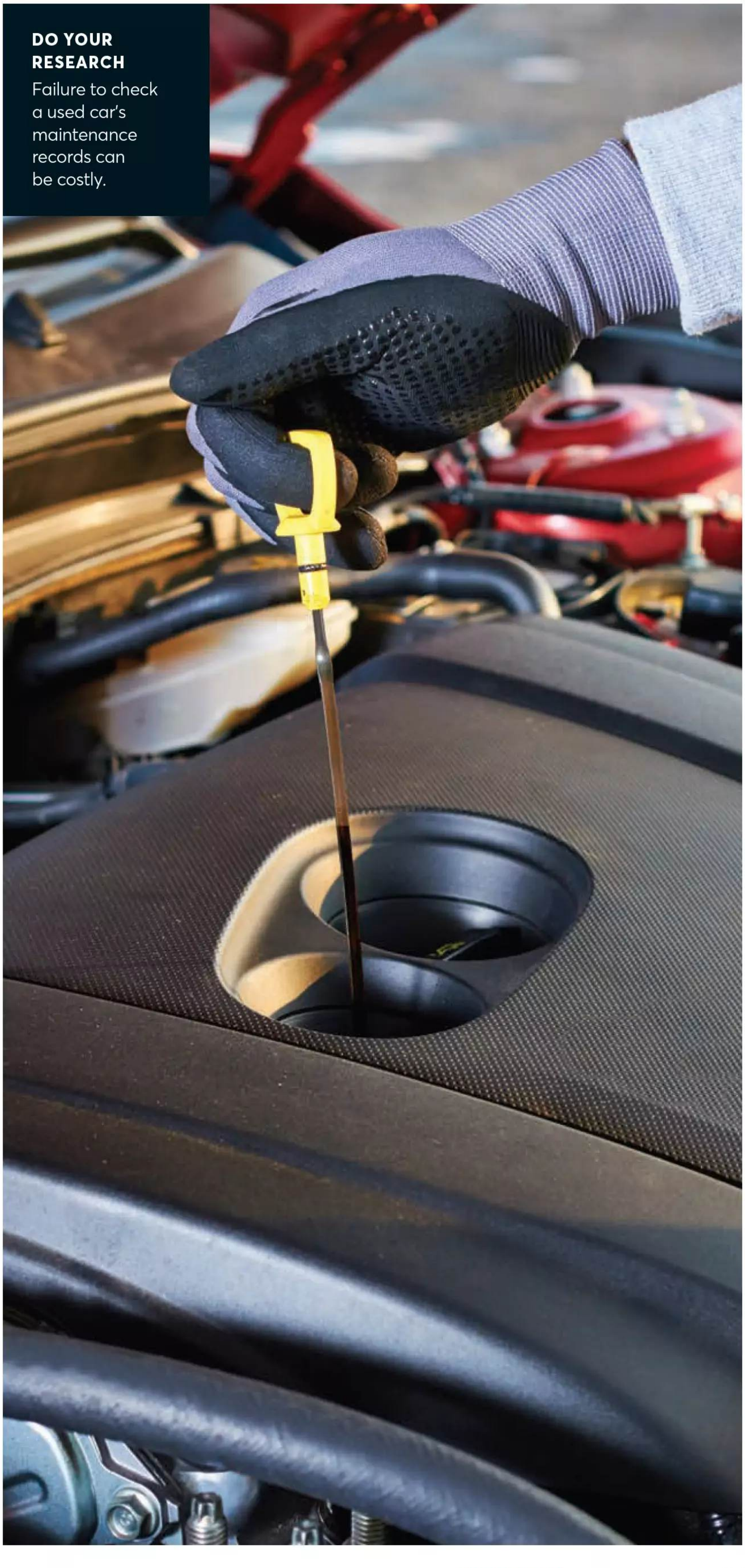
CR found that differing standards have led to interstate trafficking of salvage and lemon vehicles. Even if titles of former lemon and salvage vehicles are conspicuously branded or labeled as such, those who buy a used car from a dealership often never see the previous title.

If you've unknowingly purchased a salvage vehicle or rebuilt lemon, contact your state consumer and motor vehicle officials. You can check with NACA (naca.net), which keeps a list of lawyers who specialize in such cases.

Before you buy, check to see what protection your state offers and what's required of the seller. The Federal Trade Commission requires used-car dealers to post a "buyer's guide" on every used car, which details all warranty information. Keep this after the sale.

Used-Car History Reports

Used-car buyers are increasingly dependent on vehicle history reports to make sure they're not getting a vehicle that was crashed, stolen, flooded, or subjected to any other calamities. Many



DO YOUR RESEARCH
Failure to check a used car's maintenance records can be costly.

PHOTO: SHUTTERSTOCK

dealerships give free history reports to consumers. They provide useful information, but it's what they can miss that should worry you.

To test the veracity of history reports, we ordered them for dozens of wrecked and damaged vehicles advertised at such websites as eBay Motors and eRepairables in 2019. The ads included photos showing smashed or missing body panels or other crash-related damage, along with the vehicle identification number (VIN).

Many reports returned "clean" results, sometimes from all five services: Carfax (carfax.com), AutoCheck (autocheck.com), the free VINCheck from the National Insurance Crime Bureau (nicb.org), and two services with information from the federal National Motor Vehicle Title Information System database (nmvtis.gov).

In some cases, vehicle crashes that took place many years earlier were later added to the history reports, a problem if you paid top dollar for a used car based on an earlier "clean" report and now want to sell it.

We found that the reports were most likely to be incorrect for vehicles that were seriously damaged but for various reasons were not declared a total loss by an insurance company.

"Salvage" on the title or a similar notation is required by many states for vehicles with extensive damage. Wrecks can maintain clean titles if the vehicle isn't covered by collision insurance; it's self-insured, as with many rental and fleet vehicles; or it has damage falling below the "total loss" threshold, which can vary by state.

Wrecked cars that still have clean titles are popular at auctions because buyers can repair the vehicles and then resell them to unsuspecting consumers. That's especially true if the wreck doesn't show up on a vehicle history report. Carfax and AutoCheck guarantee they'll buy back any vehicle a customer bought based on an erroneous report they provided. But there are gotchas.

To take advantage of the program, you have to prove that the vehicle had a "branded" title and that the information had been on file with a state motor vehicle agency that provides data to the reporting services. Vehicles branded as "recovered stolen" or "theft" aren't covered.

Carfax guarantees are valid for one year after the report was issued, while AutoCheck's one-year guarantee applies only if you registered the purchase within 90 days. Last, vehicles with titles that were branded less than 60 days before the history report was issued are excluded from coverage. That's because of the delay between the time a title is branded and the event is reported to the reporting services.

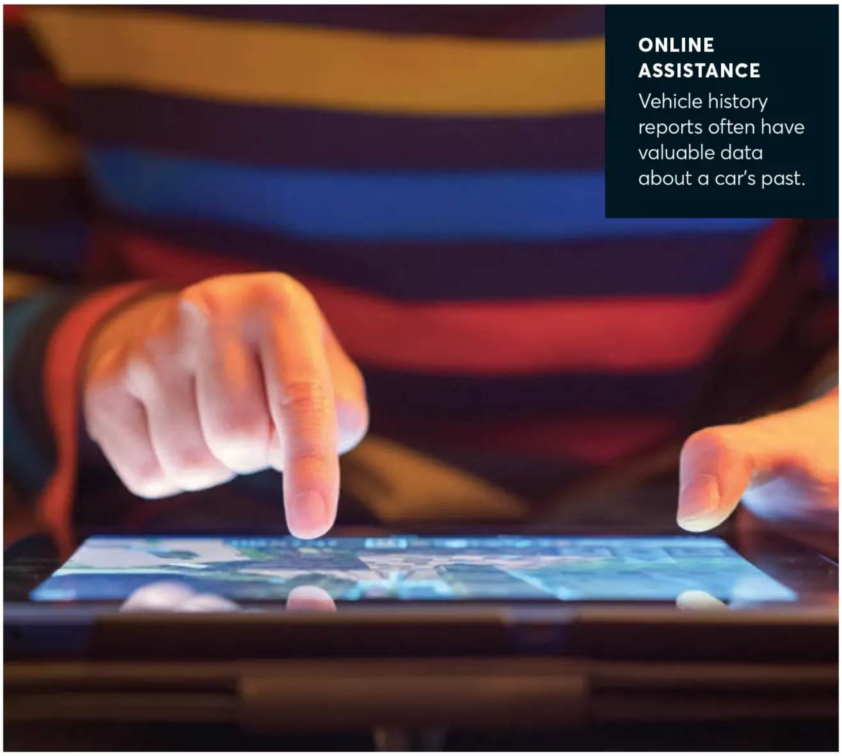
Despite the problems, we did find the reports useful. For example, for vehicles we knew had branded titles, the services usually reliably reported the problem, especially Carfax and AutoCheck, which didn't miss any.

Moreover, there were several cases in which damaged vehicles with clean titles were flagged by Carfax and AutoCheck based on accident reports from some police departments and other agencies.

There's also a good chance that the services will know about a previously branded title even if a clean one has since been issued. Scammers sometimes patch up wrecks and retitle them in states with less stringent rules, a process known as "title washing."

We appreciated some of the extras that come with Carfax and AutoCheck, including a list of ownership changes, periodic odometer readings, occasional maintenance records, and details about whether vehicles were ever rentals or leased. Keep in mind that we had no way of verifying the information or knowing whether anything was omitted.

And a final reason to get a report: Even if a used car or truck checks out with a mechanic, having a crash or another blemish on a history report—even if it's incorrect—can seriously reduce a vehicle's value later when you sell it.



ONLINE ASSISTANCE
Vehicle history reports often have valuable data about a car's past.

PHOTO: GETTY IMAGES

CR'S USED-CAR CHECKLIST

USE THIS FORM TO LOG KEY INFORMATION FROM YOUR USED-CAR TEST DRIVE

VEHICLE DESCRIPTION

Year: **Make:** **Model:** **Trim Line:**

Body: ☐ Sedan ☐ Hatchback ☐ Coupe ☐ Convertible ☐ Wagon ☐ Minivan ☐ Pickup ☐ SUV

Engine: Cylinders: Displacement (liters): Odometer reading:

Color:

Upholstery Material: ☐ Cloth ☐ Leather **Vehicle Identification Number (VIN):**

Owner's Name: **Town:** **Phone Number:**

INSPECTION

EXTERIOR

☐ Shocks and struts rebound just once or twice after bouncing ☐ No play in wheel bearings

Finish: ☐ Paint smooth, not peeling or blistered ☐ No dents ☐ No scratches ☐ No rust ☐ Body panels fit well together
☐ Color and finish match ☐ No damage evident on underside of hood or trunk

Doors, Hood, Trunk Lid: ☐ Open and close smoothly ☐ Doors, hood, trunk aligned with the body ☐ Rubber seals intact

Body Condition Notes:

Lights Work: ☐ Front ☐ Rear ☐ Brake ☐ Backup ☐ Fog lights ☐ License plate light(s) ☐ Lenses intact

Tires: ☐ Same brand on all ☐ Wear even ☐ Rims not dented or rusted ☐ Tread depth okay (use quarter test) Tire size:

Glass: ☐ No chips or cracks

INTERIOR AND INSTRUMENT PANEL

☐ No musty smell ☐ Carpets okay ☐ Floor mats present ☐ Carpet/under mats dry ☐ Wear on pedal rubber agrees with odometer
☐ Upholstery in good shape ☐ Seats in good shape ☐ Seat belts work ☐ Driving position comfortable

Controls Work: ☐ Headlights ☐ Turn signals ☐ Horn ☐ Windshield wiper/washer ☐ Climate system ☐ Air conditioner
☐ Seat heater ☐ Dome/map/panel lights ☐ Window switches ☐ Seat adjustments ☐ Power seat(s) ☐ Sunroof ☐ Power locks
☐ Power mirrors ☐ Key-fob remote ☐ Sound system: ☐ AM ☐ FM ☐ Tape ☐ CD ☐ USB/Aux input

Interior Notes:

TRUNK

☐ Spare tire okay ☐ Full-sized spare ☐ Limited-service spare ☐ Jack and all tools present ☐ No moisture or rust in trunk or spare-tire well

General Condition:

ENGINE COMPARTMENT

☐ Wiring-harness plastic armor flexible ☐ Wiring connectors neat ☐ No aftermarket wiring ☐ Rubber hoses supple

Fluids: ☐ Oil okay ☐ Transmission fluid okay ☐ Power-steering fluid okay ☐ Brake fluid okay ☐ Radiator coolant greenish okay
☐ Battery liquid/color of "eye" okay ☐ Automatic transmission fluid okay (check with engine running) ☐ Windshield washer fluid okay

UNDERNEATH

☐ No drips beneath car ☐ Constant-velocity boots intact ☐ Tailpipe residue gray, not black or oily ☐ Pipes, muffler, and catalytic converter okay

Notes From Mechanic's Inspection:

GET YOUR CAR FIXED (ALMOST) FOR FREE

You have to know about these 'secret warranties' in order to benefit

Nothing is more frustrating to a car owner than a vehicle whose paint starts peeling or whose roof is leaking just a few years after leaving the dealer's lot. Having to make expensive, post-warranty repairs sends a signal to consumers that says: You're getting ripped off.

But you can often save hundreds or even thousands of dollars in repair bills by taking advantage of special unadvertised automaker programs that provide free or discounted service work. Though manufacturers often call these programs "service actions" or "customer satisfaction campaigns," many people refer to them as secret or hidden warranties because they're rarely announced to the public.

Here are two examples: Owners of Audis from 2010 to 2023 who are having problems with a musty smell from the heating and ventilation system can have a treatment performed on their vehicle. Similarly, there's a service bulletin that says owners of some Nissan Altimas, Maximas, Muranos, Pathfinders, Rogues, and Titans from 2013 to 2020 who find the remote engine start feature not working can have the system inspected and reset by their dealer.

These so-called secret warranties usually come about when automakers discover that some component or system in a given model is failing at a greater rate than expected. They learn about the problems from numerous sources, including complaints to their customer service departments and reports from dealers.

Other tip-offs are an unusual number of warranty claims for a specific problem

PHOTO: ADOBE ESTOCK

or a rapid decline in spare-parts inventories.

Programs that offer subsidized or free repairs are usually presented as a "warranty extension" because they last for a specified time and mileage. Occasionally, they're good for a limited number of years from the original purchase date but have no mileage limit.

They're often offered in the name of good customer service. Sometimes, though, a free-repair program is instituted as part of the settlement of a class-action lawsuit brought by consumers.

At any given time, you'll find one or two of these out-of-warranty service actions from many manufacturers.

So just how "secret" are these secret warranties? Often, when an automaker initiates a service campaign, it sends a notification letter to all known owners. But second or third owners of that car might not receive it. Even among those who do receive the communications, the letter may be mislaid or mistakenly thrown away. In other cases, though, there's no advance notice, and car owners find out about it only if a dealer tells them about the service campaign or they discover it by doing their own research.

All the warranty extensions we've found are included in technical service bulletins (TSBs) that automakers send to their dealers' service departments. TSBs usually describe a common problem the automaker has learned about and provide detailed instructions on how the service technician should fix it.

Most issues covered by a TSB can't be fixed free of charge. But a small number of them also have information about special warranties related to the problem or other remedies the carmaker is offering to owners.

If your car develops a notable problem that's not connected to wear and tear or collision damage, it might be worth checking whether there's a TSB related to it.

Even if no warranty extension is offered, a TSB tells you that the problem is well-known to the automaker, which could give you more leverage in negotiating a discount on the repair.

THE PROBLEM WITH KEEPING WARRANTIES SECRET

It's easy to understand why carmakers aren't in a hurry to broadcast the existence of a free fix. Usually, only a small percentage of a given model's production run will exhibit the problem. Carmakers don't want tens of thousands of customers who don't have the problem showing up at dealerships demanding the free repair "just in case."

But the hush-hush approach has several downsides:

- Once the basic warranty has expired, car owners often go to an independent repair shop rather than to the dealer. In that case, they may end up paying for an expensive repair that could have been done free.
- Owners may never learn that their problem is a common one that's recognized by the automaker, which could be a key to getting a break on repair costs.
- TSBs can hint at a safety problem that the automaker doesn't want to acknowledge.

That was the case with the faulty ignition switches on Chevrolet Cobalts and other models that General Motors recalled in 2014. The company had sent its dealers TSBs about those flimsy switches as early as 2005, but it apparently didn't consider that a noteworthy safety problem at the time. Only after GM was successfully sued did the magnitude of the safety ramifications come to light.

Similarly, Toyota dealers received two service bulletins we know of regarding faulty brakes on the 2007 to 2011 Toyota Camry Hybrid. Toyota notified owners of free repairs, offering a fairly generous warranty extension on some brake components.

It's also important to be aware that your car can be repaired free as part of a recall. Unlike a TSB or a service campaign, official safety recalls are comprehensive, widely publicized, and good for the life of the vehicle.

Despite that, Carfax calculates that as of February 2024 more than 4.2 million vehicles have urgent recalls instructing owners to "Do Not Drive" or "Park Outside." That number has increased by more than 65 percent since Carfax first reported on it in May 2023.

It's easy to find out whether your car has an open recall. Check the automaker's website or go to nhtsa.gov, and have your VIN handy. You can also contact the service department of any franchised dealer, give them your car's VIN, and ask that it check for any recalls.

WHERE TO LEARN MORE

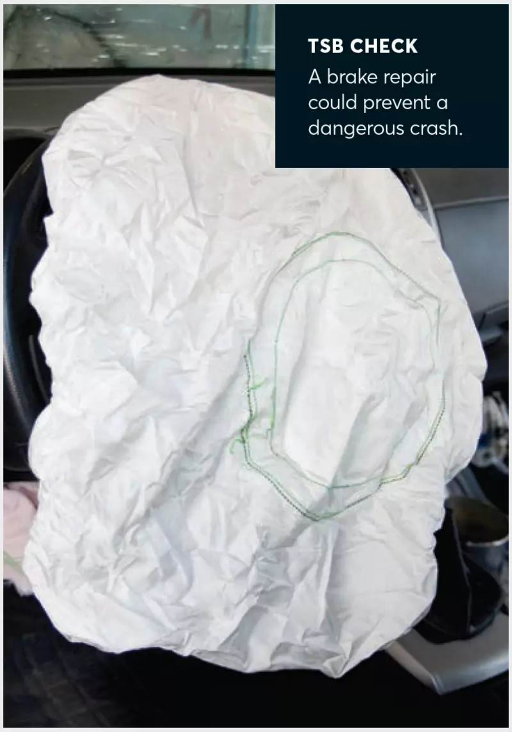
Technical service bulletins used to be difficult for consumers to come by, but you can now get them free at nhtsa.gov, the government's auto-safety website. Enter your car's make, model, and year in the Owner section and click on the Service Bulletins tab. The TSBs will appear in the search results as manufacturer communications.

You can sort these communications by type of problem and find the repair instructions that manufacturers send to dealers. Note that the coverage period for older TSBs may have expired and that some TSBs released before 2012 aren't available.

A dealership or repair shop can also look up available TSBs using the vehicle's VIN. It will be able to tell you whether there are any active TSBs that are applicable to your vehicle and whether or not you will be charged to have the repair made.

You can find more information about auto repairs and maintenance on CR's website, at **CR.org/carrepair**.

Also, go to **CR.org/carsafety** to see whether there are any open recalls on your car. You'll find plain-English explanations of the recall prepared by certified mechanics.



TSB CHECK
A brake repair could prevent a dangerous crash.

PHOTO: SHUTTERSTOCK

4

Getting the Best Deal

COMPARED WITH THAT first drive home in your new ride, securing a loan and going through the sales process are probably the least exciting parts of getting a car. But you stand to lose a lot of money if you ignore things such as negotiating the price or what the interest rate and the loan term are. We'll walk you through the process so you don't get taken advantage of when shopping for a loan and closing the deal.

Watch Your Total Cost

With interest rates as high as they are, it's critical that you comparison shop for your next used car loan. Getting preapproved will allow you to jump on a good deal without any lingering red tape to delay the process.

Ultimately, you want to balance a loan's total cost with a monthly payment you can afford. But if you simply concentrate on the payment, you'll increase the chances of ending up with a bad deal. When comparing loans, focus on the annual percentage rate (APR) figure. A lower one can produce significant long-term savings. For example, a three-year $15,000 loan with a 5 percent APR would save you $1,240 overall, compared with a loan at 10 percent. Over a longer-term loan, this hidden cost would multiply.

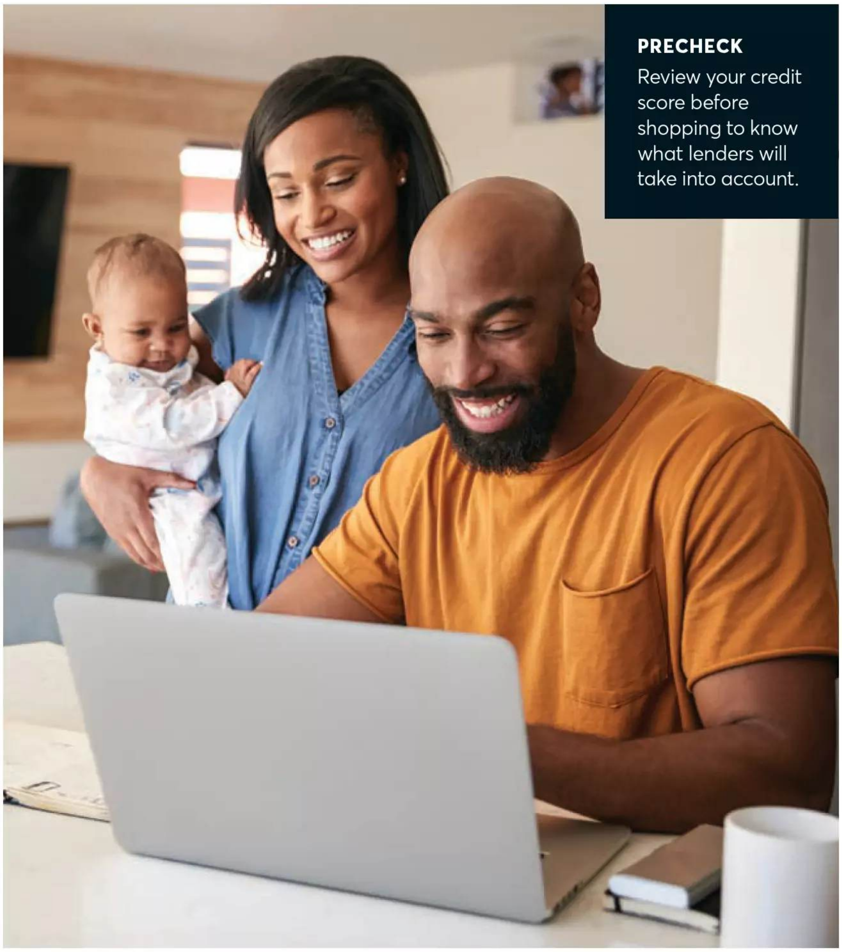
Another key consideration is that the loan's duration can significantly affect your monthly payment and the total cost of your financing. A shorter term means higher monthly payments but less money paid overall.

For example, if you borrow $15,000 at a 6.34 percent APR for 36 months, your monthly payment would be $459 and the total interest will be $1,511. The same loan over 60 months would lower the monthly payment to $292. While that is $167 less per month, the interest increases by $1,031, to a total of $2,542.

Dealers often advertise low monthly payments by extending loan terms to as long as seven years. These loans often have higher interest rates and can leave buyers still paying for a car that's more than a decade old, requires costly repairs, and is worth very little. Plus, these loans often lengthen the time before you begin building equity in the vehicle. With a 60-month loan, it may take 18 months or more of paying before the car is worth more than you owe.

So if you want to trade in or sell the car early, the price you'll get won't cover what you still owe. This is called being "upside down" or "underwater." If the car is stolen or destroyed, your insurance payout won't be enough to pay off the balance of your loan. Of course, this depends on how quickly a model depreciates, but it's important to keep in mind with long-term loans.

To prevent this problem, ask for a shorter loan and make a significant down payment. When financing a car, we recommend having a trade-in or down payment worth at least 20 percent of the total cost of the vehicle.



PRECHECK
Review your credit score before shopping to know what lenders will take into account.

Understand Your Credit Score

The three big credit-reporting agencies (also called credit bureaus) that monitor consumers' credit information are Equifax, Experian, and TransUnion. They track your past and present borrowing and generate a three-digit score that's supposed to summarize your creditworthiness.

Before you apply for a loan, it's wise to check your credit to find out where you'll stand in the eyes of potential lenders. After all, you'll need good enough credit to qualify for the cheapest, lowest-interest auto loans.

According to Experian, nearly 58 percent of used-car auto loans in the fourth quarter of 2023 were granted to people with "Prime" or better credit standing, more than 14.7 percent in the highest category, called "Super Prime" in Experian's parlance.

While you're legally entitled to one free report from each of the major credit bureaus every 12 months, the three major agencies have permanently extended a program that lets consumers to access their reports weekly.

Go to annualcreditreport.com to order your reports and review them online. Check them for errors, and

PHOTO: SHUTTERSTOCK

challenge any mistakes you find.

A report isn't the same as a credit score, which is often offered free by banks, credit cards, and credit unions.

If you've ever had a bank loan, an installment loan, or a credit card, information regarding your account will appear on your reports. Among other factors, credit bureaus track your total available credit, your current debt, and how much of your available credit you're using. You may also find negative information: late payments, missed payments, judgments, write-offs, and bankruptcies.

Your scores will certainly differ, at least a little, from one agency to another. Each may gather information from a slightly different list of creditors, and they use different algorithms to turn your credit activity into a score.

■ **Many scores but little control.** Credit scores are often generically called FICO scores. That's because a firm called the Fair Isaac Company developed the most widely used scoring algorithms, software it sells to credit-reporting agencies and lenders. Fair Isaac refines its FICO software much like programmers trot out successive generations of apps. Those algorithms are also tweaked for different lenders for different purposes.

That means there are many versions of FICO scores in circulation, used by mortgage companies, credit card issuers, auto lenders, and others. Depending on who is pulling a score on you, your credit history may generate more than 60 different scores. You should realize, too, that your credit score fluctuates throughout the year as various loan balances change, you apply for new credit, or you close existing accounts. Those are good reasons not to obsess too much on the scoring number and on modest differences you may see among the different scores you might obtain.

The free credit score is called the PLUS score. It has some finishing touches incorporated by the agencies. The score differs from agency to agency because the credit bureaus might not gather the same information about you. And you might see scores that use different scales: 300 to 900, 300 to 850, or something similar.

CHECK THE NUMBERS

Make sure your interest rate is correct

One way that dealerships make additional money on used cars is through an auto-financing practice called "interest-rate bumping."

Here's how it works: After reviewing your credit history and score, the finance company or bank used by the dealership determines you're eligible for a loan rate of, say, 6 percent per year. But the dealership can bump up the rate and keep the additional money for itself, and it doesn't have to tell you that a lower rate is possible.

This practice, also called a markup, is allowed by finance companies, and it provides an incentive to the dealer for this additional profit. On an $18,000 five-year loan, an increase of 3 percentage points would take an additional $1,560 out of your pocket and give it to the dealer. This is one way dealers make up for negotiating a low price on a car. Studies show that dealerships are more likely to mark up rates for nonwhite buyers even if they have higher credit scores than white buyers.

A former salesman told us that if a customer questioned the rate, he would say: "I'm really sorry. It's not up to us; it's up to the bank." Prevent this by shopping for a loan at banks and credit unions before you go to a dealership so that you can compare rates.

What they're not is the exact score that any given lender may be using to judge your loan application. Lenders buy scoring software from FICO and other providers. They have no obligation to show you the score they're using to judge your creditworthiness.

■ **Scoring tiers.** Experian says credit score tiers are broken down as follows: Super Prime (781 to 850); Prime (661 to 780); Nonprime (601 to 660); Subprime (501 to 600); and Deep Subprime (300 to 500).

Different providers may put the cutoff points between pairs of categories at different places. For instance, a score of 680 might be considered Prime in one system and Nonprime in another.

But lenders can put the cutoff points wherever they want according to their own business needs. For the financing division of an auto lender, the amount of your down payment can significantly change the tier it puts you in.

And the tier you land in can make a huge difference in the APR you pay. In 2023, people in the highest tier were paying more than 7.5 percent on used-car loans. Subprime borrowers were paying, on average, almost 19 percent.

According to Experian, in the fourth quarter of 2023 just over 21.5 percent of used car borrowers had Subprime and Deep Subprime scores. Loans in those categories often come with fees.

"The sad reality is that if you're a subprime buyer, you're going to pay more interest than someone with a good credit score," says Matt Degen, an editor at Kelley Blue Book, the automotive research company.

Lenders also make decisions on whether to approve a loan, how much to lend you, and at what interest rate based solely on their needs. And they may consider all sorts of factors—like your income and work history—that credit bureaus don't track.

You could have perfectly good credit, but a lender might be looking

PHOTO, PREVIOUS SPREAD: GETTY IMAGES

to make more subprime loans.

Applying for loans can lower your credit score, so be careful how many times you do so in a short period of time, and apply only when you're ready to buy a car. Getting turned down for a loan doesn't hurt your score.

▪ **Lenders' "secret" scores.** When they make various kinds of loans, such as auto loans or home mortgages, they often use scoring models adapted for the purpose, which produce different scores from those you obtain yourself from credit bureaus.

In the auto loan area there are, for instance, scoring models called "auto enhanced" or "auto industry" variants. They're based on formulas that give more weight to your past behavior regarding auto financing.

If you've made late payments or defaulted on a car loan, it will ding your "auto" score more than otherwise. If you've been really good with auto payments, your score could be higher than the one used by a credit card issuer. An auto lender might not care that you're chronically late with your Visa payment as long as you pay your car loan on time every time.

What's vexing to many consumers, however, is that they have no legal right to see that "auto adjusted" loan score free of charge. That puts them at a disadvantage. If the score is wildly different from a regular FICO score, they can't learn why or do anything about it.

If you've had a positive auto loan history, it's probably safe to assume that your auto loan score will reflect it. The reverse is also true. If you discover that your credit bureau report shows negative information about your prior auto loan performance that isn't true, you should contest that information, both with the credit bureau and with the creditor that's bad-mouthing you.

Financing Alternatives

Financing through a bank or a dealer is how a majority of people pay for vehicles, but it's not the only way. While conventional borrowing may be the most advantageous in the long run, there are some other payment options.

▪ **Paying cash.** Although it might seem tempting to avoid a loan altogether, there are some downsides. The first is called "opportunity cost." That's the interest or dividends you'll give up on the money you part with, and the opportunity to do something else with it.

This is less of a concern now, as interest rates remain stubbornly high for both new- and used-car loans. According to Experian, the average used-car loan rates have risen to nearly 12 percent even for borrowers with the best credit, and few investments offer a reliable return higher than that.

As always, weigh the total cost of the loan—the sum of all the payments, including taxes and fees—vs. what your capital would be worth if you left it alone. In the case of a subsidized low-interest loan, you'll want to be careful that cheap financing doesn't mean you can't bargain the price down from the sticker price in order to qualify. You may also find that the savings are minimal compared with the aggravation of monthly payments.

In addition, in today's hot car market, dealers may be less willing to negotiate a good deal if they can't make some money off the financing. You may get a lower price overall if you finance through the dealership. Just be sure to compare rates first.

▪ **Home equity.** Mortgage lenders have for many years been willing to make additional loans secured by the equity in your home, either as a single sum, a home equity loan, or a home equity line of credit (HELOC), essentially an open-ended line of credit that you can draw on when you want to.

But changes to the tax code have made it less attractive to use a home's equity to finance a vehicle. Borrowers can no longer deduct interest from a home equity loan if it's used for purposes outside of buying, building, or substantially improving a home, such as purchasing a car. HELOCs may also have variable rates that can increase monthly payments as rates rise.

CARFAX
1 OWNER
0%
Financing
ASK NOW!

BY THE BOOK
A car's basic retail value is just the start of determining the right price on a used car you're considering.

PHOTO: GETTY IMAGES

But the biggest danger with either option is the risk to your home. With a conventional auto loan, the vehicle itself is the collateral. But with a home equity loan or HELOC, the collateral is your home. If something happens and you can't make the payments, it could be in jeopardy. That's a big risk to take for an auto loan.

▪ **401(k) loans and credit cards.** While it's possible to borrow money from your 401(k), there are significant downsides. The first is the lost earnings on the capital you withdraw. The repayment, generally limited to five years or less, comes straight out of your paycheck, which may tempt you to reduce your regular 401(k) contribution. If you lose your job or change plans, you may have to repay the balance in full within 60 days. If you don't repay the loan at all, you face taxes and early withdrawal penalties.

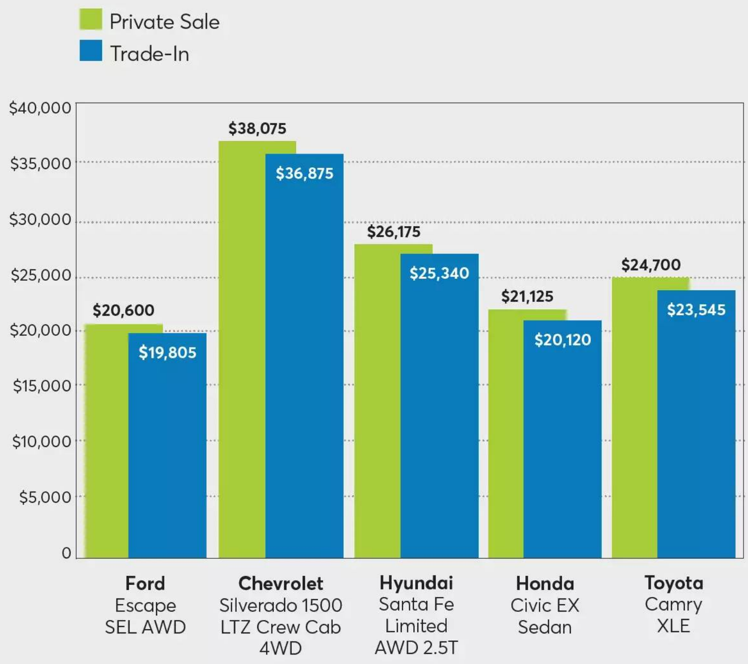
While you can purchase a vehicle, at least in part, with a credit card draft or cash advance, this is a bad idea. Cash advances often have additional fees and high interest rates.

Even if you receive an offer with low introductory rates, the rates can climb significantly when it expires. If you're late on a single payment, it could rise higher still. A loan like that is possibly the worst way to finance a car.

If you do use a credit card to make a down payment in order to earn cash back or airline miles, make sure you have enough money on hand and pay it off immediately, or you could be on the hook for a big chunk of interest.

TRADE-IN PRICE VS. PRIVATE SALES

To show the difference between what a dealer will pay you when trading in your car and what you could sell it for privately, below is national average price data for several 3-year-old models with 36,000 miles in average condition.



SOURCE: Black Book

Where to Buy a Car

Prices can vary substantially depending on mileage, condition, options, the geographic location of the car, and whether you buy it from a large dealer, a small used-car lot, or a private owner.

Once you've decided which models interest you most, the best strategy is to cast a wide net into the used-car market and focus on those models that give you the best combination of features, quality, and price.

There's a far wider range of outlets for a used vehicle than a new one, and both price and vehicle quality can vary.

Here, we'll discuss the pros and cons of shopping at different outlets, from traditional dealerships to websites. We'll also show you how to assess a vehicle's true value so that you don't end up overpaying. And when you're ready to buy, we'll give you advice on how to negotiate the asking price so that you can get the best deal possible.

▪ **New-car dealers.** Nearly all franchised dealers have a used-car department, which tends to feature late-model vehicles (2 or 3 years old) that often carry the remainder of the original warranty or are certified pre-owned with an extended warranty. Many dealers won't bother with cars more than 4 or 5 years old, or ones that are difficult to sell, so their stock is fairly up to date.

▪ **Auto superstores.** These are dealerships with huge lots and scores of cars to sell. They have numerous brands, making it easy to compare cars. CarMax is a large chain that sells used cars at no-haggle prices. Carvana is similar, but it puts the whole process online and can deliver vehicles directly to buyers, who never have to go to a dealer. Delivery services often swap a limited-time offer of a money-back guarantee for the opportunity to test-drive and inspect a vehicle.

- **Independent used-car dealers.** These handle any make, and the vehicles can run the gamut from the almost-new to the junker-in-waiting. Some dealers specialize in late-model cars and are affiliated with new-car franchises. If the dealership has been around for a long time and has a good reputation locally, that's a good sign.

Many used-car dealerships can arrange financing for you. Some of these loans are handled by traditional banks and lenders, but other independent dealers may specialize in working with customers with a shaky credit history. Such financing may carry a very high interest rate, extra fees, or stiff penalties. Be careful. Whether the financing is easy to arrange or not, don't sign something you don't understand or buy a car you know you can't afford, even if you're approved for a loan.

- **Independent mechanics.** Some mechanics have a sideline business selling used cars. They might not have many cars to sell, but prices are often better than those you'll find at a dealership. An added benefit is that the station may have serviced the car throughout its life, giving its mechanics knowledge of its repair history. Still, take it elsewhere to get an impartial inspection.
- **Private owners.** You can usually get the best price if you buy a car from its previous owner. A private party doesn't have to cover the overhead of a business and frequently just wants to get rid of the vehicle. But an owner might not be aware of trouble signs that a dealership or service station would recognize. And you'll have to have financing in place before you buy.

Sometimes "private sellers" fix up and sell vehicles they never owned, which may be rebuilt or have salvage titles (see page 54). Beware of sellers who seem unaware of a vehicle's history or someone who's selling it for a "friend." Always have a vehicle thoroughly inspected by an independent mechanic.

- **Shopping online.** The internet provides an easy way to find out prices for various models for sale in your area from a variety of sources, including dealers, superstores, and private owners. You may find that many offerings are inconveniently far from home, or that listings are erroneous or incomplete. In today's market, you may have to travel farther than you hoped.

You'll be asked to fill in the make and model that you're interested in and your price range. You'll get a list of vehicles that fit your criteria, along with a way to contact the seller. Because many sellers are car dealerships, most sites provide direct links to the dealership websites. Many services also let you place an ad for selling your old car.

Companies like Carvana have replaced the traditional dealership experience by letting the buyer do everything from a computer. Users can sell their own vehicle to them if they want to, or just buy a used car. Like a traditional dealership, they can set up financing, and all paperwork is handled electronically. At the end of the deal, the car is delivered to the buyer.

WHERE TO SHOP FOR A CAR LOAN

The auto-finance business is enormous, with hundreds of institutions making hundreds of billions of dollars' worth of car loans every year. The largest lenders are big national banks like Ally Bank, Capital One, and Chase. Other big players are the "captive" finance companies belonging to automakers, such as Ford Credit and Toyota Financial Services.

Some of the best deals come from those captives, especially when the automaker itself is subsidizing the loans. Other lenders include credit unions, local banks, and finance companies. Consumer finance companies aren't banks—they don't take deposits—and many of them specialize in making high-interest-rate subprime loans. Big names there include Credit Acceptance Corp., Westlake Financial, and Santander, an international bank that also has a large consumer-finance division in the U.S.

Discrimination in auto lending is nothing new. An academic report updated in March 2021 found that Black and Hispanic borrowers were 1.5 percent less likely to be approved for a loan, and that they paid an average of 0.7 percent higher interest rates, regardless of their credit. The study also found that while bank loans were much less likely to be discriminatory, more than 80,000 Black and Hispanic borrowers were denied loans they would have been approved for had they been white.

Here's a rundown on the types of lending institutions.

- **Banks** often have conservative loan policies, and some cater only to those borrowers with a better credit standing. These institutions are in a position to offer some very competitive loan rates. Bank offerings vary tremendously, and some make more loans to people with marginal credit than others.

Because you probably have a relationship with at least one bank already, your local branch might be a good place to start. While you can check a bank's current loan rates online, stop by a branch office if you decide to apply for a loan. It's a good way to control where your information goes, and you might walk out the door with a pretty good offer.

- **Credit unions** operate like banks but are usually nonprofits owned by their depositors, with lower operating costs than banks. That lets them lend money at lower rates. Many, but not all, credit unions lend money only to

PHOTO: GETTY IMAGES

Similarly, superstores such as CarMax now ship cars between stores, so a car that's listed locally may be on sale in another state.

Both give buyers seven days to return vehicles, though they have different mileage limitations.

Craigslist and Facebook Marketplace are good places to find cars, especially older or high-mileage vehicles.

Online auctions are another route. The auction system is a little different from a standard price negotiation. On eBay, once you enter a bid it's like signing a contract to buy. If there's a reserve, it must be met or the auction will expire without a transaction. Though an auction gives you an opportunity to snap up a bargain, it also means you've committed to the deal, unless it turns out that the seller has made some serious misrepresentations. You can arrange to have the vehicle inspected through a paid service on the site.

Federal, state, and local government agencies use online auction sites to dispose of surplus vehicles. They're usually well maintained but often lack desirable options. Rental car companies also use auction sites to sell older models from their fleets, in addition to their own dedicated used-car sites.

Problems we've noticed with used-car websites include scam ads meant to trick you into giving out personal information or money for a deal that's too good to be true. Some sellers are slow to update their offerings as inventories change, making it hard to find available common models. That's especially true in today's red-hot market. Always make sure that the vehicle you're looking for is still available before going to a dealership or meeting with a private seller.

No matter how much of the transaction you conduct by phone or email, it's important to inspect the vehicle in person and take it for a test drive before you buy. Also, make sure that the seller of the car has possession of the title, or you may end up having trouble registering, insuring, and driving it. (See Chapter 3 for details.)

PUT AWAY THE PLASTIC

Using a credit card cash advance to finance a car purchase is a terrible idea. That's because issuers can add hidden fees, and interest rates can climb significantly.

What's It Really Worth?

Whether you're buying from a dealership or a private party, it's important to know a vehicle's current cash value.

their members. But it can be easy to join a credit union, and some make loans to people who don't have deposit accounts with them. Visit the National Credit Union Administration, at ncua.gov, to locate a credit union near you.

› **Online lenders** can be competitive and very convenient to use. Sites such as Ally, E-Loan, and LendingTree farm out your request to numerous lenders, netting you several offers. Individual lenders like Capital One and traditional banks like Wells Fargo also have online loan operations.

Online financing has a downside, however. It may be difficult to control where the information you provide about yourself goes, and you may be bombarded with email and phone calls from lenders you've never heard of or contacted in the first place.

If you do apply online, look out for up-front fees you may have to pay. And avoid loans with prepayment penalties that make it hard to refinance in the future. Check each website's privacy policy before providing personal information.

› **Dealerships** arrange loans from automakers but also work with banks and other independent sources. One benefit to working through a dealer is convenience. But the rates they quote often include a markup for the dealership. **BEWARE:** Some dealers advertise that they work with buyers who have poor credit, but they charge a higher APR. Many "buy here, pay here" lots will add on extra fees or extend loans as long as eight years, and might not help you build credit by reporting your on-time payments to credit bureaus.

This depends on many factors, including the vehicle's age, mileage, condition, trim level, optional equipment, and even where it's being sold. All used cars have two prices: retail and wholesale.

- **Retail price.** This is what you would expect to pay if you were buying a car at a dealership. Retail is also considerably higher than the price you'll receive for your trade-in because it includes a profit margin for the dealership.
- **Wholesale price.** This is essentially a car's trade-in value to a dealer, who will likely sell it to someone else for profit. The trade-in price is much lower than the retail price, and it's unlikely you could buy a used car for this price. It's a figure you should know if you're deciding whether to trade in your vehicle or sell it yourself.

Private sellers will usually price their vehicle in between the retail and wholesale figures.

In the wholesale end of the business, a car can actually command several prices. One is what the dealer offers a customer as a trade-in. Then there's a dealer-to-dealer price, when one dealer sells that car to another. If the car goes to a wholesale auction, which is open only to car dealers, there's an auction price. At every step, intermediaries take a markup and the car acquires a new "value."

- **Find the book value.** The first step in assessing a used vehicle's true worth is to check its book value. This is the figure you'll find in pricing guides and used-car websites, which list a vehicle's base retail value. To get a more accurate figure, you must factor in any options, as well as mileage and condition. Most websites let you do this online, then give you adjusted figures.

Check CR.org; we have used-vehicle prices for every model. You can also check Kelley Blue Book (kbb.com), the National Automobile Dealers Association (nadaguides.com), and VMR (vmrintl.com). Checking several sources will give you more pricing information when you begin haggling with potential buyers.

- **What are sellers asking?** Though printed pricing guides and online estimates can give you a general idea, you can often get a better fix on a vehicle's worth by localizing your search by checking online ads from private parties as well as dealer ads. Keep in mind that sometimes it's difficult to sort out the private sellers from the dealer ads. Look for vehicles similar to your target in terms of model year, mileage, trim level, options, and condition.

You can also check online used-car sites, which let you search your general area and instantly get a listing of nearby cars for sale and their prices. Prices in other regions may vary from those near you. Knowing what other sellers of similar vehicles are asking for can provide ammunition for you to bid lower on the car you want. Keep in mind that listed prices are the asking prices, not what people are paying.

THE VITAL STATISTIC

67

The average length of a used-car loan in months.

SOURCE: Experian, State of Automotive Finance Market, Q4 2023.

Many sites—including Autotrader and CarGurus—will tell you if a car is priced well or too high. And you can check closed auctions to see final prices.

Negotiate Effectively

The first rule of buying a car is not to fall in love with any specific one. Cars are commodities, not people. The used-car market is huge, and there is more than one model that should fit your needs. Even if you have your heart set on one specific model, be assured there are likely to be similar ones for sale.

While it used to be common for dealers to make room for negotiation into the prices of used cars, no-haggle superstores and the transparency of internet sales mean there's less room to haggle a price down.

Private sellers can be stubborn about pricing but are unlikely to have the experience and resources to play hardball negotiation games.

Still, never negotiate under pressure. Salespeople may assure you they won't pressure you but then do it in a subtle way, like by claiming that someone else is interested in the same car. Even if it's true, don't feel like you have to make a deal or put down a deposit immediately—remember, there are always other cars out there.

If you're buying at a dealership, negotiate one thing at a time. First settle on the price for the vehicle you want, then discuss your trade-in and financing separately. Salespeople often try to lump the whole process together, which gives them too much leeway to give you a "good deal" in one area while making up for it in another.

Be sure to check the dealer's math, because you don't want to overpay.

Based on your homework, you should know how much you're willing to pay. Begin with an offer that's 15 percent lower than this figure. If you must move up your offer, do it in small increments. Make it clear when you reach your last offer, and stick to it. If the seller won't budge, be prepared to walk away.

If you must move up your offer, do it in small increments. If the gap between the two sides is, say, $1,000 or less, move your bid $100 at a time. State clearly when you have reached your last offer—and stick to it.

Don't be afraid to say your offer is fair, final, and good for 24 hours only. If the seller won't budge, be prepared to walk away rather than pay more than you know is a fair price.

CR'S DEAL SHEET

USE THIS WORKSHEET TO TRACK THE DETAILS OF YOUR TRANSACTION

THE NUMBERS

PURCHASE PRICE	$
SUBTRACT: TRADE-IN ALLOWANCE	- $
REBATE OR OTHER CASH INCENTIVE	- $
DOWN PAYMENT (DUE ON DELIVERY)	- $
DEPOSIT	- $

EQUALS: AMOUNT TO BE FINANCED BY LOAN	$
INTEREST RATE % (ENTER ANNUAL PERCENTAGE RATE)	
LOAN TERM (IN MONTHS)	
MONTHLY PURCHASE PAYMENT (VERIFY WITH AN ONLINE AUTO LOAN CALCULATOR)	$
TOTAL VALUE OF PAYMENTS (OVER DURATION OF LOAN)	$

ODOMETER READING (AT TIME OF PURCHASE)	
DELIVERY DATE FOR VEHICLE	

VEHICLE DESCRIPTION

Year: **Make:** **Model:** **Trim Line:**

Body: ☐ Sedan ☐ Pickup ☐ SUV ☐ Hatchback ☐ Coupe ☐ Convertible ☐ Minivan ☐ Wagon

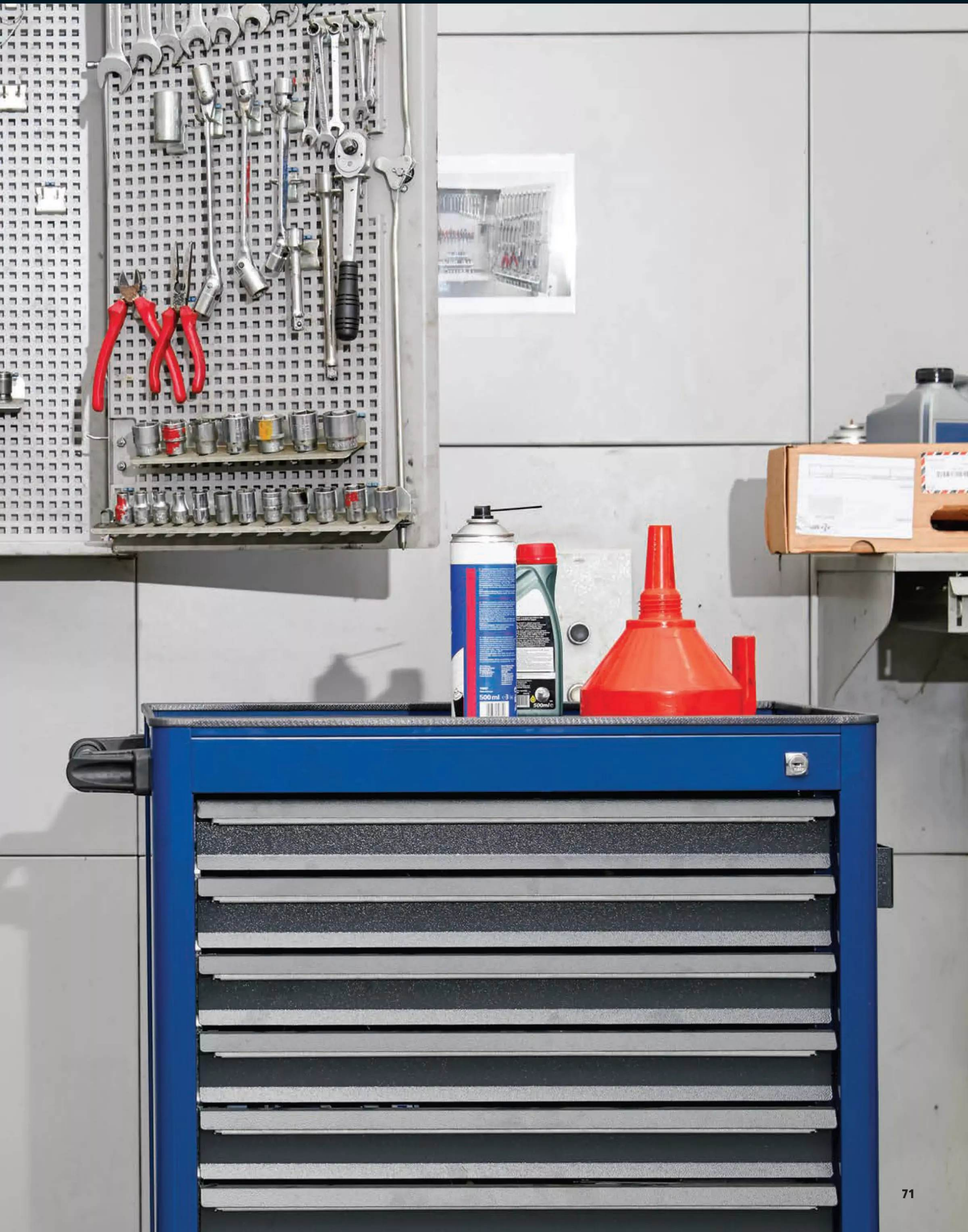
Color:

VIN:

5

Extend Your Car's Life

ONCE YOU'VE BOUGHT a car, servicing it regularly according to the maintenance schedule in the owner's manual will help ensure that you don't have to go through the process again anytime soon. CR's complete car-care guide includes battery and tire ratings, plus money-saving maintenance and repair tips.



CR's All-Purpose Repair Guide

The nuts and bolts of caring for your car

PHOTO: GETTYIMAGES

THIS CHAPTER DISCUSSES when you should go to an independent repair shop instead of a dealership for maintenance or repairs, the overall advantages and disadvantages of each, and some of the ways you can avoid paying more money than necessary.

It also includes CR's latest ratings for tires—which buyers of used cars often have to replace after a purchase—as well as expert advice on how to choose the right tires for your vehicle.

Where to Get Your Car Fixed

Maintenance and repairs are two different things. Routine maintenance items are listed in your owner's manual as part of the service schedule and are intended to keep your vehicle in top operating condition. Repairs are services to fix an unexpected problem, such as a fuel pump failure. Where you take your vehicle depends on what work needs to be done.

Federal law gives you the right to service your vehicle wherever you like without adversely affecting your car's warranty coverage. That means you can go to a dealership, an independent mechanic, or a repair chain, which is usually less expensive than a dealership. Drivers who lease their vehicles, however, might be required to have all service performed at a franchised dealership selling that brand.

Any professional auto shop should be able to do most basic, routine services, such as changing the oil and filters or replacing brake pads.

There are two reasons to use a new-car dealership for service. First, only franchised dealers can perform warranty repairs. The other is that the mechanics are trained and certified in all aspects of your model's service needs. Only dealerships are authorized to perform recalls, and the shop will have the required diagnostic equipment and tools. Newer vehicles with electronic parking brakes, for example, often require specific procedures to be followed in order to avoid damaging the calipers.

No matter where you go, make sure the mechanics have access to the manufacturer's latest technical service bulletins (TSBs). These are alerts about problems that have cropped up with a particular model and include instructions on how to fix them. TSBs are available to consumers free on the National Highway Traffic Safety Administration's website, nhtsa.gov. (Turn to page 58 for more information.)

Repairs can range from updating software to a complicated service such as transmission work. Go to a dealership if your car is covered by the original warranty or if it has been recalled, in which case you will receive a letter from the automaker alerting you to the recall, which is always free. If you have an extended warranty, check the terms to see who must perform repairs. Ask the dealer to check whether there are any service campaigns affecting your vehicle. You can have warranty work, recalls, and service campaigns done at any same-brand dealership, not just the one where you bought your vehicle.

If the vehicle is out of warranty, the type of problem can determine where you take it for repair. A reputable independent shop should be able to handle most common repairs. Shops that specialize in your vehicle's brand are more likely to have the proper training, equipment, and latest information. A good technician will explain to you what the problem is, why it needs a repair, and what it entails.

If you're experiencing a problem with a system that's exclusive to your model or automaker, such as navigation or infotainment, consider taking the vehicle to a dealership.

Get Your Car to 200,000 Miles

Years ago, cars had five-digit odometers. The expectation was that cars wouldn't last long enough to hit 100,000 miles before succumbing to a major mechanical failure or severe rust.

Even today, low-mileage cars command a premium on used-car lots. But improvements in rust prevention, engine technology, safety features, and electronics mean that buyers don't have to avoid high-mileage cars—and that owners may be able to get 200,000 miles or more from a vehicle. That's especially true if you start with a reliable model and maintain it properly.

The Basics: Life Extenders

To improve your odds, start by choosing not just a safe and reliable model but also one with all of the features you want. If you'll be driving it for the long haul, it might as well be a car that you enjoy as the miles and years roll by.

■ **Read the owner's manual.** Simply familiarizing yourself with the

PHOTO, PREVIOUS SPREAD: GETTYIMAGES

CAR MYTHS DEBUNKED

These "tips" sound like good advice. But in reality they'll cost you more time and money in the long run.

Myth

Tires should be inflated to the pressure embossed on the sidewall of the tire.

↘

Truth

The tire-pressure figure on the sidewall is the maximum pressure, not the vehicle manufacturer's recommended pressure. Always use the latter, which will provide the best balance of ride, handling, safety, and fuel economy for your vehicle. The figure is usually printed in the owner's manual, as well as on a sticker on a doorjamb or the fuel-filler door. Check the tire pressure when your car has been at rest and out of direct sunlight for more than 3 hours.

Myth

Engine oil should be changed every 3,000 miles.

↘

Truth

Although oil companies and quick-lube shops like to promote this idea, it's usually not necessary. Go by the recommended oil-change schedule in your vehicle's owner's manual. Most vehicles driven under normal conditions can go 7,500 miles or more between oil changes. Some models now come with a monitoring system that alerts the driver when the oil needs changing. Depending on driving conditions and oil type, the change intervals can even be 10,000 or 15,000 miles.

Myth

If regular-grade fuel is good, premium must be better.

↘

Truth

Most vehicles are designed to run just fine on regular-grade (87 octane) fuel. A higher octane number doesn't mean that your vehicle will perform better. It simply means that it will be more resistant to engine knocking or pinging. Use the octane grade that's required in your vehicle's owner's manual. But it may be worth seeking out "top tier" gas, which contains additional detergents that can protect your engine. Find a station at toptiergas.com.

Myth

You don't have to worry about replacing tires until they're worn down to the minimum tread depth.

↘

Truth

It's true that if a tire's tread wears to the minimum depth of 2/32 inch, it should be replaced immediately. A tire's wet grip, snow traction, and ability to resist hydroplaning is very limited at that very low tread depth. Start shopping for replacement tires before yours are worn out. At 4/32 inch, tires still have some all-weather grip, which leaves you time to shop around for the best ones at the best price. Consider replacing any tires that are between 6 and 10 years old.

maintenance schedule can add years of trouble-free driving. The manual spells out how often your car needs basic services such as oil changes and tire rotations, as well as bigger jobs like timing-belt replacements. If it's not in the glove box, you can probably find a copy on the automaker's website.

- **Keep on schedule.** Forgetting to perform regular oil changes can lead to premature engine wear. Similarly, a broken timing belt can cause severe–and costly–engine damage.

When we asked our online readers how they got to 200,000 miles, an overwhelming number mentioned that regular oil changes and proper maintenance were important.

- **Know your use.** In your manual you'll find schedules for regular and severe/extreme use, with the latter specifying more frequent checkups. Consider using the severe schedule if you do a lot of stop-and-go driving, live in an unusually hot or cold climate, tow a trailer, or drive on dirt roads.

Newer cars require less service, and many specify 7,000 or even 10,000 miles between oil changes. Spark plugs can often last at least 100,000 miles, if not more. Many cars calculate when an oil change is due based on your mileage and driving style, then notify you with a dashboard message when it's time. While EVs don't need oil, they still require scheduled maintenance.

The key is to keep up with what's specified. Just remember that some dealerships and mechanics might add services you don't need, which can add up to hundreds of dollars, along with the costs for regular 30,000- or 60,000-mile service intervals.

At the same time, talk with your mechanic or service advisor and ask them why they are recommending a service not specified by the automaker.

For example, many mechanics recommend changing "lifetime" fluids, particularly on cars with more than 100,000 miles, even though automakers don't require it. This is because fluids can deteriorate and break down over time. Check online forums for your vehicle and ask other owners about their experiences prior to authorizing the work.

- **Keep it clean.** Apart from mechanical maintenance, keep up with regular washing, especially if you drive in a snowy region on salted roads. And don't forget to hose off the underside and inside the wheel wells. Newer cars have strong finishes that don't need regular waxing to prevent fading paint, but periodic washing can help prevent rust and structural damage.

Know When to Say Goodbye

Almost any car can make it to 200,000 miles if you're willing to throw enough money at it. But there's a time to let go.

From what we've found, the useful life of many cars ends around the 200,000-mile mark, although they can go longer with proper care. At that point, key components start showing their age, often with safety consequences. Also, your car probably lacks the latest safety and crash-prevention systems. Talk with your mechanic about how much life your car has left.

IT PAYS TO SHOP AROUND

Don't settle for the first estimate you get for a repair.

You might expect that the price for, say, a 30,000-mile service procedure on a specific model would cost about the same from one dealership to the next. But you'd be wrong.

In 2019 we got prices from dealers in New York, Chicago, and Los Angeles on scheduled maintenance for specific cars: a 30,000-mile service on a 2017 Camry from Toyota dealers, a 60,000-mile service on a 2016 Explorer from Ford dealers, and a 120,000-mile service on a 2008 Civic from Honda dealers.

In most areas, prices differed by about $150 or more, even among similar dealers in the same area. In one area, the difference was more than $300. Many dealers included items not listed in the owner's manual.

For example, some wanted to charge us for engine and transmission flushes, which several major automakers advise against.

Others added hundreds of dollars to the price of parts or charged many times the cost of the cabin air filter, a simple part that drivers can sometimes change themselves. A few dealers wouldn't quote pricing over the phone at all.

When we called back and asked some higher-priced dealers to do only the items in the owner's manual, some of them dropped prices as much as $150, although others wouldn't budge.

Where does that leave consumers? Before having scheduled maintenance done, get a quick estimated price range at CR.org/carrepair, which can also direct you to certified repair shops in your area. You can also call around for quotes and ask that shops include only items listed in the owner's manual. Anything else should be quoted separately.

Taking your vehicle to an independent shop won't compromise your warranty.

In all cases, keep your receipts so that you can prove the service was done on schedule, should there be a warranty claim later.

KEEPING AN EYE ON MAINTENANCE COSTS

Follow this checklist to keep your car running longer and avoid surprise bills.

Getting 200,000 miles of use—or more—from a vehicle is an impressive feat, but it's not impossible. Owners should be aware, though, that as a vehicle approaches that milestone, many of its components will start to wear out.

As your car ages, you'll start to see some warning signs. Pay attention to them and you can avoid the double whammy of being stranded and slapped with an expensive, unexpected repair—or you can do the math and decide that it's time for a new car. In addition, not all of these are dire problems that require visiting a mechanic.

Nothing will do more to make your car last longer than keeping on top of basic upkeep, CR's experts say. While the best source for maintenance intervals is your car's owner's manual, these are the general guidelines.

1 COOLANT FLUSH

Time and engine operation change the pH of the coolant, which can damage parts like head gaskets. Some coolants last two years, and some types will last several years. Be sure your mechanic uses the correct type for your car.

Interval: Up to 100,000 miles

Price: $373-$400

2 OIL CHANGE

Engine oil lubricates and cools internal engine parts, and changing it according to the owner's manual keeps it free of the dirt and debris that naturally build up during normal engine operation.

Interval: 5,000, 7,500, and 10,000 miles are the most common

Price: $131-$145

3 REAR DIFFERENTIAL FLUID CHANGE

Many popular car models are equipped with all-wheel drive, which includes an oil-filled rear differential. This oil should be changed according to the manufacturer's maintenance schedule.

Interval: See owner's manual (commonly 30,000-60,000 miles)

Price: $84-$99 (depends on model)

4 BRAKE PADS

"Ask your shop to use the best brake pad and rotor replacement parts possible, because poor-quality parts can impact braking performance," says John Ibbotson, CR's chief mechanic.

Interval: Typically 25,000-50,000 miles (have inspected at every oil change)

Price: $259-$300

5 TIRE ROTATION

The front wheels tend to wear more quickly than the rear ones. To make the tires wear more evenly and last longer, they should be rotated from front to back, and vice versa, periodically.

Interval: When you see uneven treadwear

Price: $35-$45

6 TIRE BALANCING

Tires can sometimes wear in a way that causes them to go off-balance and vibrate, prematurely wearing brakes, wheel bearings, and other suspension parts. It's important to get them rebalanced so that they spin smoothly.

Interval: Not needed unless a problem arises

Price: $27-$34 per tire

7 SPARK PLUGS

Although they usually last about 100,000 miles, spark plugs wear over time and need replacing. "Spark plugs are easier to replace in some cars than others, but any shop should be able to change them," Ibbotson says.

Interval: Around 100,000 miles

Price: $212-$276

8 TIMING BELT

Some cars have timing chains that can last the life of the engine. Others have rubber timing belts that need to be replaced according to the recommended maintenance schedule. It's a fairly involved job, but most shops can do it.

Interval: 60,000-120,000 miles

Price: $603-$785

9 LIGHTBULBS

Headlamp and taillamp bulbs should last years, but when they burn out, replace them with the factory recommended model. Don't use "brighter" aftermarket versions that can strain the car's electrical system.

Interval: When one burns out

Price: Varies (LEDs are more expensive)

10 WINDSHIELD WIPERS

While not an expensive repair or maintenance item, these wear out quickly, and it poses a safety risk if you can't see out when driving. Heat and cold, as well as road surface debris like salt, can degrade the rubber on your wipers. Dry, cracked blades will smear dirt and moisture over your windshield instead of wiping it away, leading to reduced visibility.

Interval: At least once per year

Price: $68-$86

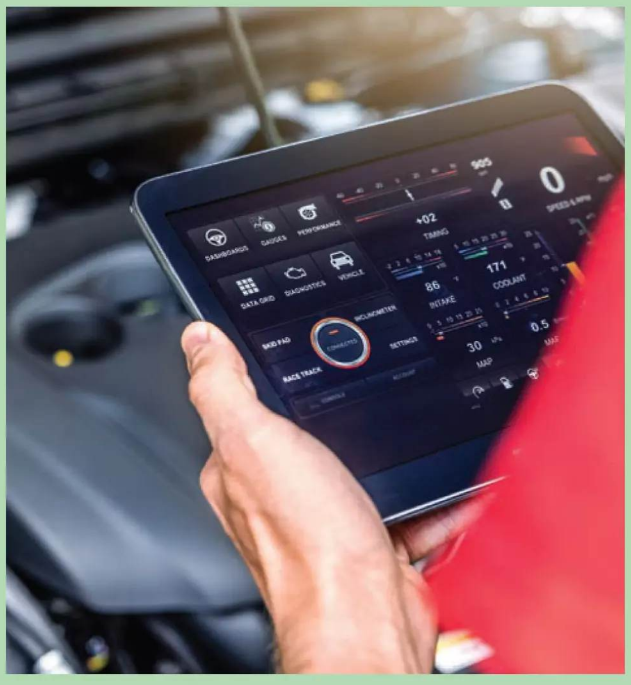


PHOTO: ADOBE STOCK

All About Car Batteries

What to Know So You Don't Get Stranded

AT CONSUMER REPORTS we test dozens of car batteries every year in our lab to help you make smart decisions when it's time to replace your battery.

These evaluations are tough by design, including thousands of charges and discharges, and chilling the batteries to subfreezing temperatures.

There are many factors that have an impact on how long a car battery will last, with weather being one of the most significant. (Hot temperatures are harder on them than cold temps are.) That's where our extreme testing can separate the batteries with promise from those that come up short.

Many of the highest-scoring are pricey absorbed glass mat (AGM) batteries. They're known for having a long service life and being able to tolerate deep discharges, when the battery has been significantly drained to 10.5 volts or below, such as when the lights are left on overnight. But some top-rated lead-acid batteries cost less than many of their competitors. "Price doesn't necessarily mean better performance," says John Galeotafiore, CR's associate director of product testing. "We've got some batteries that are relatively cheap that score very well."

Below are tips for getting the best battery for your needs.

Check Under the Hood

Being attentive to your battery's maintenance and mindful when the time for replacement is approaching will ensure that you can choose a replacement on your own terms, including thorough research and convenient scheduling.

Inspections should be part of an owner's routine maintenance, but it's important to check the battery's condition before cold weather approaches. Freezing temperatures can significantly reduce capacity.

Car batteries typically last from three to five years, according to AAA, spanning from 58 months or more in the farthest northern regions of the U.S. down to less than 41 months in the most southern regions. Keep in mind that EVs, PHEVs, and hybrids all have 12-volt batteries that need to be replaced.

Though almost all of today's car batteries are "maintenance-free," we recommend having your battery load-tested by a mechanic annually once it's 2 years old if you live in a warmer climate or when it's 4 years old if you live in a colder climate. Doing so tests its ability to hold voltage while being used, and the results will let you know when it's time to start shopping.

The battery's age also plays a part. The date can be found on a sticker affixed to the top or side of the battery.

PHOTO: ADOBE STOCK

One made in March 2022 will have a code of 03/22 or C-2, with "A" indicating January, "B" for February, and so on. (The letter "I" is skipped.)

Car batteries come in many sizes (see "Get the Right Fit," below). Among ones we've tested, there's significant variation in the top performer from size to size. That makes it impossible to make recommendations by brand or model. It also means you shouldn't assume that buying the same battery model you're replacing will get you the same results.

Owners should check with a mechanic before replacing an AGM battery with a traditional flooded one. Many cars use AGMs to support an increasing array of electrical components, and the charge system may be configured specifically for it.

Batteries lose strength over time, even when in storage. For optimum performance, purchase one that's less than 6 months old. Three months is even better. Most retailers will dispose of the old battery for you. When buying a new one at a store, you'll probably pay a recycling fee that's refunded when you return the old one.

It's important to choose a battery with the longest free-replacement warranty period you can get. A code of 24/84, for example, indicates a free replacement period of 24 months and a prorated warranty of 84 months. But the amount you'll be reimbursed usually drops off pretty quickly once you're in the prorated period.

Be aware that signs of neglect—such as corrosion on the terminals or improper installation—can void a warranty. So can heavy-duty use, such as for high-end car audio systems if the battery isn't recommended for it.

How We Test

CR evaluates car batteries in three ways:

- **Cold-cranking amps (CCA)** is a measure of how well the battery starts an engine during extreme cold weather. We use a freezer to simulate winter conditions, cooling batteries to 0° F, and rate them based on their performance at a current draw of half the average claimed CCA of all batteries within their group size. We think that our CCA test is based on more realistic charging voltages and amperage demands than typical manufacturer tests, and our results show each battery's relative cranking power regardless of a manufacturer's claims.
- **Reserve capacity** indicates how long a battery can run a vehicle if the charging system—the alternator, stator, and rotor—fails. It's also a measure of how long you can accidentally leave the headlights on and still get the car started without needing a jump-start. To test reserve capacity, our engineers measure how long it takes a fully charged battery to be discharged down to 10.5 volts, which is considered to be fully discharged. At that level, the car will be unable to start without a jump-start. We consider 1½ hours of power to be average. Higher-scoring models can supply power well past 2 hours.
- **Battery life** is measured by repeatedly discharging and recharging each battery about 3,000 times at a test temperature of about 167° F over 15 weeks or until performance drops to unacceptable levels. This simulates the hot conditions a battery can face during the summer, the hardest time of year for batteries. Frequent high temperatures are very tough on batteries, increasing plate corrosion and more quickly vaporizing the electrolyte needed for current. Long life is especially important if you make many short trips that don't allow much time for recharging. The higher the score, the longer the battery will be reliable.

GET THE RIGHT FIT

Batteries come in a variety of sizes, so it's important to choose the right one for your vehicle.

The proper battery will fit securely and provide sufficient power, and its cables will reach the terminals. This list shows the common battery sizes and brands that typically use them. Check your owner's manual to verify the size for your specific vehicle.

Size 24/24F (top terminal): Acura, Honda, Infiniti, Lexus, Nissan, and Toyota vehicles.

Size 34/78 (dual terminal): Large Chrysler vehicles and many 1996 to 2000 GM vehicles.

Size 35 (top terminal): Recent Honda and most Nissan, Subaru, and Toyota vehicles.

Size 47 (H5) (top terminal): Buick, Chevrolet, Fiat, and Volkswagen models.

Size 48 (H6) (top terminal): Audi, BMW, Buick, Cadillac, Chevrolet, GMC, Jeep, Mercedes-Benz, Mini, Volkswagen, and Volvo models.

Size 49 (H8) (top terminal): Audi, BMW, Hyundai, and Mercedes-Benz models.

Size 51R (top terminal): Honda, Mazda, and Nissan models.

Size 65 (top terminal): Ford large cars, trucks, and sport-utility vehicles.

Size 75 (side terminal): GM midsized and compact cars, and a few Chrysler vehicles.

BATTERIES FOR CARS, SUVs, AND TRUCKS

A car battery is key to starting every trip, making it important to choose a strong performer when it comes time to buy a replacement. Taking care of your battery can help get the most service life from it, and being attentive to its condition and age can signal when it is time to begin shopping for a replacement … before you are left stranded. Our ratings put more

	Brand + Model	Overall Score	Price	Test Results		
				Life	Reserve capacity	CCA
	GROUP 24 & 24F CAR BATTERIES					
✓	**X2Power** SLI24FAGMDP	97	$350	⏫	⏫	⏫
✓	**NAPA** Legend Premium 8424F	90	$130	⏫	⏫	⏫
✓	**Duralast** Platinum 24F-AGM	88	$169	⏫	🔼	⏫
✓	**EverStart** Maxx-24FN (North)	86	$140	⏫	⏫	⏫
✓	**Interstate** Mega-Tron Plus MTP-24	86	$125	⏫	🔼	🔼
✓	**Super Start** Extreme 24EXT	86	$167	⏫	🔼	🔼
✓	**Exide** Marathon Max AGM MX24F [FPAGM24F]	86	$180	⏫	🔼	🔼
✓	**Bosch** 24-700B	85	$115	⏫	🔼	🔼
	ACDelco 24 PG	80	$125	⏫	🔼	🔼
	Duracell Ultra Gold SLI24M	79	$150	🔼	⏫	⏫
	Interstate MTX-24F	79	$250	⏫	🔼	🔼
	Duralast Gold 24F-DLG	78	$130	⏫	🔼	🔼
	NAPA The Legend Premium AGM BAT9824F	77	$215	🔼	🔼	⏫
	Interstate Mega-Tron Plus MTP-24F	73	$140	⏫	🟡	🔼
	Exide Sprinter Max 12 SX24F	68	$179	🔼	🔼	⏫
	EverStart Maxx-24S (South)	67	$90	🟡	🔼	🔼
	EverStart Plus 24F-3	66	$159	⏫	🟡	🟡
	Duralast 24F-DL	64	$110	⏫	🟡	🔽
	EverStart Plus 24-3	62	$90	🔼	🟡	🟡
	AAA Premium BAT8424AAA	59	$220	🟡	🔼	🔼
	Interstate Mega-Tron II MT-24F	58	$120	🟡	🔼	🟡
	Valucraft 24F-VL	54	$115	🟡	🟡	🔼
	DieHard Gold 24F-6	53	$177	🟡	🟡	🔼
	DieHard Platinum AGM-24F	46	$178	🔽	🔼	⏫
	Econocraft 24F-E	37	$80	🟡	🟡	🔽

	Brand + Model	Overall Score	Price	Test Results		
				Life	Reserve capacity	CCA
	GROUP 35 CAR BATTERIES					
✓	**Odyssey** Extreme Series 35-PC1400T	99	$305	⏫	⏫	⏫
✓	**X2Power** Premium AGM SLI35AGMDP	95	$350	⏫	⏫	⏫
✓	**EverStart** Maxx-35N (North)	92	$90	⏫	⏫	⏫
✓	**Super Start** Platinum 35PLT	90	$185	⏫	⏫	🔼
✓	**Duralast** Platinum 35 AGM	90	$190	⏫	🔼	⏫
✓	**Super Start** Extreme 35EXTJ	89	$155	⏫	🔼	⏫
✓	**Exide** Marathon Max AGM MX35-EX	88	$180	⏫	⏫	🔼
✓	**DieHard** Platinum AGM-35	86	$220	⏫	🔼	🔼
✓	**Bosch** 35-640B	85	$166	⏫	🔼	⏫
✓	**Optima** D35	85	$270	⏫	🟡	⏫
✓	**NAPA** The Legend Premium AGM BAT983585	84	$230	⏫	🔼	🔼
✓	**ACDelco** 35 PS	84	$130	⏫	🔼	🔼
✓	**Duralast** Gold 35-DLG	83	$170	⏫	🔼	🔼
✓	**Duracell** Ultra Platinum AGM SLI35/85AGM	83	$215	⏫	⏫	🔼
	DieHard Gold 35-2	79	$170	⏫	🔼	🔼
	AAA Premium BAT 8435AAA	74	$220	🔼	🔼	🔼
	EverStart Maxx-35S (South)	74	$92	⏫	🔼	🟡
	Interstate Mega-Tron Plus MTP-35	74	$125	⏫	🟡	🔼
	Delphi BU9035 MaxStart AGM 35	70	$195	🟡	⏫	🔼
	Valucraft 35-VL	65	$120	🔼	🔼	🔼
	Deka Intimidator AGM 9A35/85	58	$240	🔼	🟡	🔼
	EverStart Plus 35-3	60	$95	🔼	🟡	🟡
	DieHard Silver 35	29	$200	🟡	🔽	🔽
	GROUP 47 (H5) CAR BATTERIES					
✓	**Duracell** Platinum AGM 47 (H5)	91	$135	⏫	⏫	⏫
✓	**Interstate** Mega-Tron II MT47H5	79	$163	⏫	🔼	⏫
	EverStart Maxx-H5	54	$100	🔽	🔼	⏫

︾ ﹀ ❙ ︿ ︽
WORSE ⟷ BETTER

✓ CR RECOMMENDED

weight on our life test results than reserve capacity and cold-cranking performance. You're likely to find that the trade-off is worth it. We rate auto batteries by overall performance within group sizes, designating the batteries that excel in our grueling tests as Recommended (✓).

GROUP 48 CAR BATTERIES

	Brand + Model	Overall Score	Price	Test Results: Life	Test Results: Reserve capacity	Test Results: CCA
✓	**Odyssey** Performance 48-720	91	$260	︽	︿	︽
✓	**Optima** H6	90	$290	︽	︿	︽
✓	**Interstate** MTX-48/H6	86	$185	︽	︿	︿
✓	**Exide** Marathon Max AGM MXH6L348 [FPAGML348]	85	$180	︽	︽	︿
✓	**Interstate** MT7-48/H6	84	$174	︽	︿	︽
✓	**Super Start** Platinum 48 H6 48PLT	82	$225	︽	︿	︿
✓	**Champion** H6-730CHP	80	$170	︽	︿	︿
✓	**X2Power** Premium AGM SLI48AGMDP	79	$350	︽	︿	︿
✓	**Interstate** Mega-Tron Plus MTP-48/H6	78	$160	︿	︽	︽
✓	**Champion** AGM H6-760CHAGM	78	$200	︿	︿	︽
	AAA Premium BAT8448AAA	75	$220	︿	︿	︽
	Duralast Gold H6 DLG	75	$172	︽	︿	︿
	Duralast H6-DL	68	$135	︽	❙	❙
	Bosch H6-760B	66	$140	❙	︽	︿
	ACDelco Gold 48 AGM	66	$180	❙	︽	︽
	EverStart Maxx-H6	63	$140	❙	︿	︽
	Econocraft H6-E	50	$80	❙	❙	❙
	Valucraft H6-VL	46	$120	﹀	︿	︿

GROUP 49 (H8) CAR BATTERIES

	Brand + Model	Overall Score	Price	Test Results: Life	Test Results: Reserve capacity	Test Results: CCA
✓	**ACDelco** 49 AGM	90	$180	︽	︽	︿
✓	**Interstate** Mega-Tron 49/H8	86	$193	︽	︽	︿
✓	**Duracell** 49 H8	81	$162	︽	︿	︿
	Duralast AGM H8-AGM	64	$255	❙	︽	︿
	EverStart Maxx-H8	56	$161	❙	︽	︿
	Bosch Premium Group Size 49	51	$144	❙	︿	❙

GROUP 51R CAR BATTERIES

	Brand + Model	Overall Score	Price	Test Results: Life	Test Results: Reserve capacity	Test Results: CCA
✓	**Duracell** 51R	81	$105	︽	❙	︽
✓	**Super Start** Premium 51RPRM	80	$120	︽	❙	︽
✓	**Optima** 8073-167 D51R Yellow Top	74	$250	︽	❙	︽
✓	**Interstate** MT 51-R	73	$173	︽	❙	︿
✓	**Duralast** 51R-DLG	69	$145	︿	❙	︿
	DieHard Gold 51R-2	68	$170	︿	❙	︿
	NAPA Legend Professional 7551R	61	$115	❙	❙	︽
	EverStart Maxx-51R	60	$110	❙	❙	︽
	Bosch Premium Power S5-51R	50	$145	❙	❙	︽
	AAA Premium BAT8451RAAA	48	$220	❙	❙	︽
	Duralast 51R-DL	47	$160	❙	❙	❙
	Duralast Platinum 51R EFB	40	$240	︾	︿	︽
	Exide Sprinter Max 12 SX51R	32	$110	︾	❙	︽

GROUP 65 CAR BATTERIES

	Brand + Model	Overall Score	Price	Test Results: Life	Test Results: Reserve capacity	Test Results: CCA
✓	**Delphi** BU9065 MaxStart AGM Premium 65	91	$200	︽	︽	︽
✓	**Super Start** Platinum AGM 65PLT	91	$168	︽	︽	︽
✓	**Interstate** MT7-65	91	$280	︽	︿	︽
✓	**Odyssey** Performance Series 65-760	90	$171	︽	︿	︽
✓	**ACDelco** Professional Gold 65PG	89	$125	︽	︿	︽
✓	**Duracell** Ultra Platinum AGM SLI65AGM	86	$215	︽	︽	︿
✓	**DieHard** Platinum AGM-65	86	$220	︽	︿	︽
✓	**DieHard** Gold #65-2	85	$170	︽	︿	︿
✓	**Duralast** Platinum 65-AGM	85	$180	︽	︿	︽
✓	**NAPA** Legend Premium 8465	85	$150	︽	︿	︿
✓	**Deka** Intimidator AGM 9A65	81	$215	︽	︽	︿
✓	**EverStart** Maxx-65S (South)	80	$140	︽	︿	❙
	Bosch 65-850B	78	$140	︿	︽	︽
	ACDelco Professional 65AGMHR	72	$175	❙	︽	︽
	EverStart Plus 65-3	70	$100	︽	︿	﹀
	Valucraft 65-VL	54	$115	❙	︿	︿
	X2Power Premium AGM SLI65AGMDP	39	$350	︾	︿	︽

CR's Guide to New Tires

Our Experts Weigh In

WHEN IT COMES to tires, we found that you generally get what you pay for. No matter the type, tires that combine the best grip with the longest tread life may cost a little more but are worth the extra money in the long run.

For example, our testing has found that while most car and SUV tires can last 70,000 miles, some tires for sporty and luxury cars need replacing after 30,000 miles. Unless you don't plan to keep a car for long, a $92 tire that will last more than twice as long as a $54 tire is a better value, assuming other factors are equal.

Although tires come with warranty coverage, it may not be as useful as it sounds. Tire warranties are prorated, meaning only the balance of undriven miles will be credited toward the cost of a new tire. To collect, the tires have to be totally worn out, and worn out evenly. You may even have to prove they were rotated on schedule.

When replacing tires, we recommend sticking to the same type and size that your car originally came with.

First, check the ratings for models that provide good braking and handling capabilities, as well as good hydroplaning resistance, which can help you avoid a crash on wet roads.

After that, look for models rated highly in areas important to you, such as winter grip, tread life, ride comfort, and rolling resistance.

Some tires advertise better fuel economy due to lower rolling resistance. In our tests, we found that some of these tires allowed our tested cars to get 1 to 2 more mpg than those with the highest rolling resistance. But as your tires lose tread over tens of thousands of miles of wear, they become more like low rolling resistance tires anyway. So don't be surprised if your mileage drops slightly when you replace worn-out tires with brand-new ones.

Stick With Your Speed Rating

If your car came with all-season tires with a T-, H-, or V-speed rating (capable of sustaining a maximum speed of between 118 and 149 mph), you might be tempted to move up to Z-rated ultra-high-performance tires with W-speed (168 mph) or Y-speed (186 mph) ratings for better cornering grip and improved handling. But the trade-off may be shorter tread life, and less traction in winter conditions.

You might be tempted to downgrade your tires to a lower speed rating than your original ones to get longer tread life. But we advise against it because tires with a lower speed rating might not handle heat buildup as well, especially on higher-performance vehicles. That can be a safety concern.

PHOTO: ADOBE STOCK

In addition, there's very little price advantage to downgrading in speed rating. In buying tires for our testing program, we've found that tire size has a greater impact on price differences than speed ratings.

Know When to Replace

Tires are one of the few safety-related systems that can change your car's handling and braking capabilities, affect how it rides, and have an impact on how well it keeps its footing on wet roads. So it's critical to keep them well maintained and to replace them as they wear out.

When the tread depth has reached 2⁄32 inch, it's considered legally worn out in most states and should be replaced. At that depth the tire's wet grip, snow traction, and ability to resist hydroplaning are very limited. Start shopping when tread depth approaches 4⁄32 inch in any one groove. That's the same distance on a quarter between George Washington's head and the edge. Put the coin, head down, into the tread grooves. If you can see the top of George's head, your tires still have some grip remaining. "At that point, there is a measurable decrease in performance, but the tire isn't truly worn out yet," says Consumer Reports' tire program manager, Ryan Pszczolkowski. "You still have time to look for rebates and comparison shop."

The single most important step to make your tires last longer and run safely is to keep them inflated to the proper pressure. This is especially important when temperatures fall because that's when tires lose pressure.

Underinflated tires can wear faster and build up heat, which can contribute to tire failure. Underinflation can also hurt fuel economy. Recommended inflation pressure is found in the owner's manual or usually on the driver's doorjamb. Don't inflate to the number on the tire's sidewall, which is the maximum inflation pressure.

Consider replacing any tires that are between 6 and 10 years old regardless, unless your manual specifies sooner.

SHOPPING SMART: THE BEST TIRES FOR YOUR BUDGET

It's hard to overstate how important tires are to safe driving. After all, they are the only part of the car that touches the road. That's why CR puts so much effort into testing: to help you find the right tires for your car, truck, or SUV.

CR'S UNIQUE TESTING

As the tire market evolves, so do CR's testing methods. We replaced our basic cornering test with a more dynamic evaluation of acceleration, braking, and handling on a 2-plus-acre course over wet asphalt. This all-in-one test better reflects real-world challenges that drivers face.

This past year we purchased more than 450 tires for our test program, covering 57 models in the all-season truck, all-terrain truck, winter truck, and all-season SUV tire categories.

We tested them at our track in Connecticut for wet and dry braking and handling, ride comfort and quietness, snow traction, and resistance to hydroplaning. Our experts evaluate each tested tire's grip by driving on ice at a nearby skating rink.

We also commissioned outside labs to measure each tire's rolling resistance—which affects fuel economy—along with conducting extensive treadwear tests on public roads in western Texas.

TREAD LIFE & WARRANTIES

Our tested tread-life miles can give you a direct comparative view across the tire models within a category. Manufacturers assign treadwear mileage warranties, some more conservative than others, making comparison between brands difficult.

Many tires met or exceeded their treadwear warranty projections in comparison with our tread-life test results. Even those with a shortfall were usually off by just a small amount.

We don't assess tread life for winter/snow tires because most don't carry a mileage warranty and are intended for limited seasonal use.

Tires usually have a workmanship warranty covering manufacturing defects. It generally protects tires for the first 2⁄32 of an inch of wear (about the first year of use). We buy hundreds of tires each year and find problems with workmanship to be rare.

WINTER WONDER TIRES?

Many consumers in colder climates spend the time and expense installing winter/snow tires twice a year to ensure that their vehicles have the best grip possible.

Keeping the inconvenience of swapping wheels and tires in mind, some manufacturers have recently introduced all-weather tires. The tires in this expanding category are designed to perform well in the snow and also year-round. Some cost more than the average price of performance all-season tires, but you'll come out ahead by avoiding the cost and inconvenience of seasonal tire changes or owning an extra set of wheels.

"The best all-weather tires provide year-round traction that truly combines all-season and winter/snow performance," says Ryan Pszczolkowski, CR's tire-program manager. "Despite the added cost for most, they represent a good value." But check the ratings, because their performance varies.

These do-it-all tires offer unique tread designs and enhanced rubber compounds that increase traction across a broad range of temperatures. They're different from typical all-season tires mainly because they provide better snow traction. They have the mountain/snowflake symbol on the sidewall, just like winter/snow tires.

However, if you regularly drive on ice or in harsh winter conditions, nothing can replace a dedicated winter tire.

Money-Saving Tips

Buying replacement tires can be expensive and confusing. You could easily spend $800 or more for four tires, plus charges for mounting and balancing. And the numerous brands, various categories, and wide range of prices can lead you to rely on a salesperson's recommendation, which isn't the best way to get a great price on a great tire.

- **Check online.** Retailers like Tire Rack ship a large variety of tires. They can also direct you to a local installer. Make sure to get a final price, including shipping, installation, and any extras.
- **Shop local retailers.** Ask whether they can meet or beat online prices. See what they'd charge to mount and balance tires you buy elsewhere.
- **Buy a full set.** It's always best to use four tires from the same brand–and the same model–on a vehicle. Unless specified by the automaker, tires should be the same size and have the same speed rating and load index. Replacing all of the tires at the same time ensures an even grip on all four corners of the car and may also entitle you to a manufacturer's rebate. Discounts are often about $100 off per set, and they can be found by going to a tire company's website.
- **Look for perks.** CR members said the most common ones they encountered were tire balancing, lifetime tire rotation, and tire mounting. Tire rotation may be the best perk because it needs to be done every 5,000 to 7,500 miles and costs about $50 each time.
- **Haggling can work.** Among those who tried negotiating tire prices, a significant 70 percent said they were successful at getting a deal, with a median savings of $96 per set of four tires.
- **Watch the final price.** It should include mounting, balancing, alignment, and disposal of the old tires.
- **Skip the gas.** You may get a hard sell to fill your tires with nitrogen to keep pressure more constant. But like air, nitrogen pressure drops as seasonal temperatures fall. Based on the results of our testing, we don't think it's worth nitrogen's extra cost.

How to Read the Writing on the (Side) Wall

All tires have sidewall markings that tell you things like what size they are and how much weight they can carry. But that's just some of the information that's on the tire sidewall. Here's what all of the markings mean.

> **Size.** On the example tire, 225 is the cross-section width in millimeters, 40 is the ratio of sidewall height to its width (40 percent), R indicates radial-ply construction, and 18 is the wheel diameter measured in inches.

> **Load index.** This references the weight each tire can carry safely. A 92 load index translates to 1,389 pounds per tire, typical for this type. When replacing your tires, be sure to match or increase the original load index rating.

> **Speed rating.** A letter denotes the tire's maximum sustainable speed. For S-speed-rated tires, it's 112 mph; for T, 118 mph. Speed ratings for other tires include H, 130 mph; V, 149 mph; W, 168 mph; and Y, 186 mph.

These speeds may seem wildly impractical to most drivers, but the point is that tires with higher speed ratings tend to provide better handling and grip under normal driving conditions, as well.

> **Treadwear grade.** This number is an index to compare treadwear between tires. A grade of 300 denotes a tire that will wear three times better than a tire graded 100. But there's no direct correlation between the grades and a specific mileage.

> **Traction and temperature grades.** They denote a tire's wet grip capability and temperature resistance. For traction, AA is best; C is worst. For temperature, grades range from A (best) to C.

> **DOT code.** On the tire below, the first two digits refer to the plant where the tire was made, and the last four numbers refer to the week and year. The numbers are used to identify tires in the event of a recall.

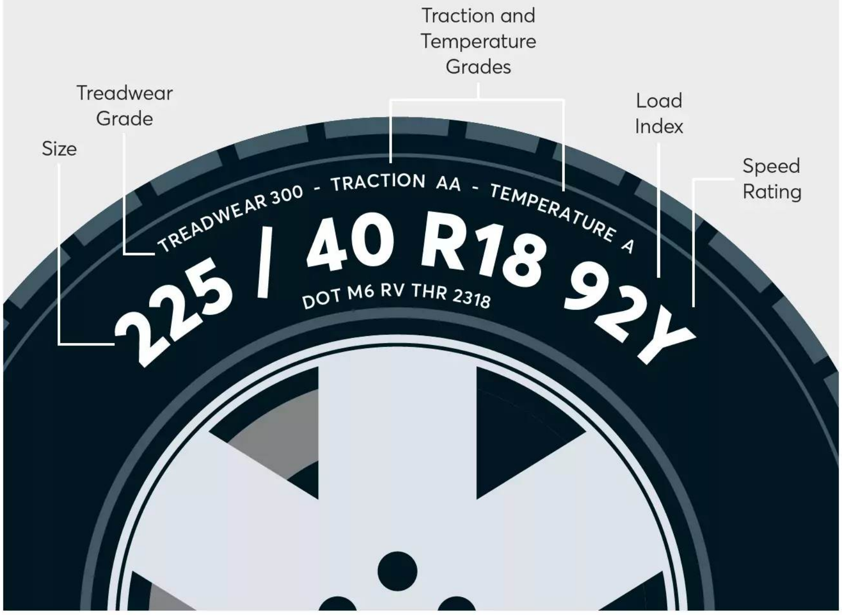


ILLUSTRATION: RYAN VULK. PHOTO, OPPOSITE PAGE: JOHN POWERS/CONSUMER REPORTS

FIND THE RIGHT TIRE FOR YOUR CAR

Know which to choose when it's time for new tires.

All-Season

These are the tires that come standard on many cars, minivans, and SUVs.

BEST FOR: Year-round traction, long tread life, and a comfortable ride. But they may lack the precise handling and grip of performance tires.

SPEED RATING: Most are T (118 mph) or H (130 mph).

TREADWEAR WARRANTY: Typically 60,000 to 90,000 miles.

Performance All-Season

They come standard on many newer cars.

BEST FOR: Improved handling over all-season tires, but they can have shorter treadwear than many all-season tires.

SPEED RATING: Typically V (149 mph).

TREADWEAR WARRANTY: Typically 55,000 to 75,000 miles.

Ultra-High-Performance All-Season & Summer

Found on sports cars, sports sedans, and some lower-priced sporty models.

BEST FOR: Wet and dry braking and handling. But they trade some winter performance and tread life for ultimate warm-weather grip.

SPEED RATING: Z (more than 149 mph), W (168 mph), or Y (186 mph).

TREADWEAR WARRANTY: None or 25,000 to 60,000 miles.

All-Weather

Designed for year-round use. Better snow traction than all-season tires.

BEST FOR: Year-round use, and where snow and ice are common challenges.

SPEED RATING: H (130 mph) or V (149 mph).

TREADWEAR WARRANTY: Typically 50,000 to 65,000 miles.

All-Season SUV

These deliver the ride comfort, quietness, and long tread life of a car's all-season tires but in sizes to fit crossover SUVs.

BEST FOR: Year-round traction, long tread life, and a comfortable ride.

SPEED RATING: H (130 mph) or V (149 mph).

TREADWEAR WARRANTY: Typically 40,000 to 75,000 miles.

All-Season Truck

Designed for general truck use.

BEST FOR: All-season models are made primarily for on-road use.

SPEED RATING: S (112 mph), T (118 mph), H (130 mph), or V (149 mph).

TREADWEAR WARRANTY: Typically 60,000 to 80,000 miles.

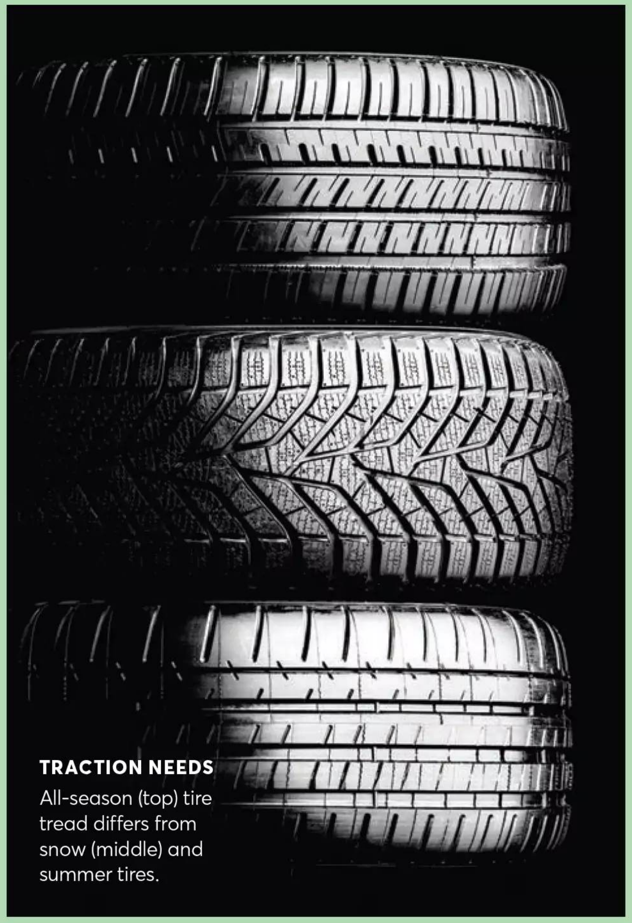
All-Terrain Truck

Designed for the rigors of truck use.

BEST FOR: All-terrain models are designed for on-road and light-duty off-pavement use.

SPEED RATING: S (112 mph) or T (118 mph).

TREADWEAR WARRANTY: Typically 50,000 to 65,000 miles.



TRACTION NEEDS
All-season (top) tire tread differs from snow (middle) and summer tires.

Winter/Snow and Performance Winter/Snow

Specially made for use in freezing temperatures and on snow and ice.

BEST FOR: Maintaining traction on snow and ice. But fast wear and so-so wet and dry braking make them most suitable only for cold-weather use.

SPEED RATING: R (106 mph), S (112 mph), T (118 mph), H (130 mph), or V (149 mph).

TREADWEAR WARRANTY: Usually none.

Winter/Snow Truck

Specially made for use in freezing temperatures and on snow and ice by pickups and SUVs.

BEST FOR: Maintaining traction on snow and ice. But fast wear and so-so wet and dry braking make them most suitable only for cold-weather use.

SPEED RATING: R (106 mph), S (112 mph), or T (118 mph).

TREADWEAR WARRANTY: Usually none.

ALL-SEASON TIRES

	Brand + Model	Overall Score	Price	Three-Season Driving				Winter Driving		Comfort		Other	
				Dry braking	Wet braking	Handling	Hydroplaning	Snow traction	Ice braking	Ride	Noise	Rolling resistance	Tested tread life (miles)
✓	**Michelin** Defender T+H	67	$179	↑	│	↑	↑	↑	│	│	↑	│	85,000
✓	**General** Altimax RT43	66	$129	↑	│	↑	↑	↑	↑	│	↑	│	70,000
	Continental TrueContact Tour	63	$139	↑	│	↑	↑	↑	│	│	↑	↓	70,000
	Hankook Kinergy PT	63	$123	↑	↓	↑	↑	↑	│	│	↑	↑	85,000
	BFGoodrich Advantage Control All Season	62	$126	↑	↑	↑	⇈	↑	│	↑	↑	↓	55,000
	Firestone All Season	61	$104	↑	│	│	↑	↑	│	│	↑	⇈	65,000
	Toyo Extensa A/S II	58	$119	↑	│	│	↑	│	↓	│	↑	↑	65,000
	Firestone WeatherGrip [1]	58	$134	│	↓	│	↑	⇈	↑	│	│	│	55,000

PERFORMANCE ALL-SEASON

	Brand + Model	Overall Score	Price	Dry braking	Wet braking	Handling	Hydroplaning	Snow traction	Ice braking	Ride	Noise	Rolling resistance	Tested tread life (miles)
✓	**Continental** PureContact LS	67	$142	↑	↑	⇈	↑	↑	│	│	↑	│	75,000
✓	**Hankook** Kinergy 4s2 [1]	67	$129	↑	│	↑	↑	⇈	↑	│	↓	↑	55,000
✓	**General** Altimax 365 AW [1]	66	$115	│	│	↑	↑	⇈	⇈	│	⇈	↑	60,000
✓	**Vredestein** Quatrac Pro [1]	66	$138	↑	↑	↑	↑	↑	│	│	↑	│	65,000
	Nokian One	65	$123	↑	│	↑	↑	⇈	│	│	↑	│	65,000
	Goodyear Assurance WeatherReady [1]	65	$170	│	│	↑	↑	⇈	│	│	↑	│	70,000
	Nexen N5000 Platinum	63	$116	↑	│	│	↑	⇈	│	↑	↑	↑	55,000
	Pirelli Cinturato P7 All Season Plus II	63	$130	↑	│	↑	↑	↑	↓	│	⇈	↑	60,000
	Yokohama Avid Ascend LX	62	$144	↑	│	↑	↑	↑	↓	↑	↑	│	70,000
	Yokohama Avid Ascend GT	60	$144	↑	│	↑	↑	↑	↓	│	│	│	65,000
	Uniroyal Tiger Paw Touring A/S	59	$117	↑	│	│	↑	↑	│	↑	↑	⇊	55,000
	Nokian WRG4 [1]	57	$139	↑	↓	│	↑	⇈	│	↑	↑	│	50,000
	Firestone Firehawk AS	57	$113	↑	│	↑	↑	↓	↓	│	↑	↓	55,000
	Atlas Force HP	56	$62	↑	│	↑	↑	│	⇊	│	↑	│	65,000
	Sumitomo HTR Enhance LX2	56	$112	↑	│	│	↑	│	↓	│	↑	│	60,000
	Sailun Inspire	55	$95	↑	│	↑	↑	↓	↓	│	↑	│	50,000
	Falken Ziex ZE960 A/S	55	$117	↑	│	↑	↑	↓	↓	│	↑	│	50,000

[1] All-weather tires, which provide increased snow traction compared with all-season tires.

⇊ ↓ ○ ↑ ⇈
WORSE ⟷ BETTER

✓ CR RECOMMENDED

	Brand + Model	Overall Score	Price	Three-Season Driving				Winter Driving		Comfort		Other	
				Dry braking	Wet braking	Handling	Hydroplaning	Snow traction	Ice braking	Ride	Noise	Rolling resistance	Tested tread life (miles)
	ULTRA-HIGH-PERFORMANCE ALL-SEASON TIRES												
✓	**Michelin** Pilot Sport All Season 4	73	$189	⇈	↑	↑	⇈	↑	○	↓	⇈	⇊	60,000
✓	**BFGoodrich** G-force Comp-2 A/S plus	73	$159	⇈	↑	⇈	↑	↑	↑	↓	↑	↓	60,000
✓	**Vredestein** HyperTrac All Season	70	$146	↑	○	↑	⇈	↑	↑	○	↑	↓	60,000
✓	**Continental** ExtremeContact DWS 06 plus	70	$158	⇈	↑	↑	⇈	↑	↑	○	○	⇊	60,000
	Yokohama ADVAN Sport A/S +	67	$131	⇈	○	○	↑	○	↑	○	↑	↓	65,000
	General G-Max AS-05	65	$149	↑	○	↑	↑	○	↑	↓	↑	↓	55,000
	Goodyear Eagle Exhilarate	65	$183	↑	↑	↑	⇈	↑	○	↓	↑	⇊	40,000
	Kumho Ecsta PA51	63	$140	↑	○	↑	⇈	○	○	↓	↑	⇊	50,000
	Bridgestone Potenza RE980+	63	$170	↑	○	↑	⇈	↑	○	↓	↑	⇊	55,000
	Cooper Zeon RS3-G1	63	$144	↑	○	↑	⇈	○	○	↓	↑	↓	55,000
	Toyo Proxes Sport A/S	60	$159	↑	○	↑	⇈	○	○	↓	↑	↓	45,000
	Hankook Ventus S1 noble 2	59	$149	↑	○	○	⇈	○	○	○	○	↓	45,000
	Toyo Celsius Sport 1	58	$189	○	○	○	⇈	↑	↑	↓	○	↓	50,000
	Atlas Force UHP	57	$101	↑	○	↑	⇈	↓	○	↓	↑	↓	50,000
	Sumitomo HTR A/S P03	56	$159	↑	↓	○	⇈	↑	↑	↓	○	↓	50,000
	Armstrong Blu-Trac HP	55	$117	⇈	○	↑	⇈	⇊	↓	↓	↑	↓	35,000
	Riken Raptor ZR A/S	55	$104	↑	⇊	○	↑	○	↑	↓	○	○	65,000
	GT Radial Champiro UHP AS	55	$126	↑	↓	○	⇈	↓	○	↓	↑	○	45,000
	Nexen N'fera AU7	53	$135	↑	↓	↑	⇈	↓	↓	↓	⇈	○	45,000
	Sailun Atrezzo SVA1	49	$108	↑	↓	↑	⇈	⇊	⇊	↓	↑	↓	35,000
	PERFORMANCE WINTER/SNOW TIRES												
✓	**Bridgestone** Blizzak LM005	75	$278	↑	○	○	⇈	⇈	⇈	○	↑	○	NA
✓	**Hankook** Winter i*cept evo 3	75	$203	○	○	○	⇈	⇈	⇈	○	↑	↓	NA
✓	**Vredestein** Wintrac Pro	74	$180	○	○	↑	⇈	⇈	⇈	↑	↑	↓	NA
✓	**Michelin** Pilot Alpin PA4	74	$229	○	○	↑	⇈	⇈	⇈	↑	↑	↓	NA
	Falken Eurowinter HS01	71	$139	↑	○	○	⇈	⇈	⇈	○	○	↓	NA

	Brand + Model	Overall Score	Price	Three-Season Driving				Winter Driving		Comfort		Other	
				Dry braking	Wet braking	Handling	Hydroplaning	Snow traction	Ice braking	Ride	Noise	Rolling resistance	Tested tread life (miles)
	PERFORMANCE WINTER/SNOW TIRES *Continued*												
	Nexen Winguard Sport 2	70	$137	●	●	●	⇈	⇈	⇈	●	●	↓	NA
	Toyo Observe GSi-6 HP (V)	68	$191	↓	⇊	↓	↑	⇈	⇈	↑	●	●	NA
	WINTER/SNOW TIRES												
✓	**Bridgestone** Blizzak WS90	73	$131	↑	↓	●	↑	⇈	⇈	↑	●	●	NA
✓	**Michelin** X-Ice Snow	73	$177	●	↓	↓	●	⇈	⇈	●	↑	↑	NA
✓	**Continental** VikingContact 7	70	$139	●	↓	↓	↑	⇈	⇈	↑	↑	↑	NA
✓	**Hankook** Winter i*cept iz2	69	$113	●	↓	●	●	⇈	↑	↑	●	⇈	NA
✓	**Goodyear** WinterCommand Ultra	69	$140	●	↓	↓	↑	⇈	⇈	↑	↑	●	NA
✓	**General** Altimax Arctic 12	68	$122	●	↓	↓	↑	⇈	⇈	●	↑	●	NA
	Nokian Nordman 7	64	$130	●	⇊	↓	↑	⇈	⇈	●	↓	●	NA
	Nokian Hakkapeliitta R3	64	$177	●	↓	↓	●	⇈	↑	↑	↓	↑	NA
	Toyo Observe GSi-6 HP (H)	64	$113	●	↓	↓	↑	⇈	↑	●	↑	●	NA
	Yokohama iceGuard iG53	63	$137	●	⇊	↓	●	⇈	↑	↑	●	⇈	NA
	Nexen Winguard ice Plus	62	$108	●	↓	↓	↑	⇈	●	↑	●	●	NA
	Falken Winterpeak F-ice 1	62	$112	●	↓	↓	⇈	⇈	↑	●	●	●	NA
	Pirelli Winter Sottozero 3	60	$130	↑	●	↑	⇈	⇈	↓	●	↓	●	NA
	Uniroyal Tiger Paw Ice & Snow 3	59	$119	●	↓	↓	⇈	⇈	●	●	●	●	NA
	Sumitomo Ice Edge	58	$109	●	↓	↓	↑	↑	●	↑	●	●	NA
	Firestone Winterforce 2	54	$112	●	⇊	↓	⇈	↑	●	↑	↓	●	NA
	ALL-SEASON TRUCK TIRES												
✓	**Continental** TerrainContact H/T	67	$194	↑	●	↑	●	⇈	↑	●	⇈	●	70,000
✓	**General** Grabber HTS60	63	$201	↑	●	●	↑	↑	↑	●	↑	↑	55,000
✓	**Vredestein** Pinza HT	61	$181	↑	●	●	↑	↑	↑	↑	↑	●	55,000
✓	**Firestone** Destination LE3	59	$209	↑	●	●	↑	↑	●	↑	⇈	↑	60,000
	Hankook Dynapro HT	57	$195	↑	↓	●	↑	↑	↑	●	⇈	↑	65,000
	Falken Wildpeak H/T HT02	56	$219	↑	●	●	↑	●	●	↓	↑	●	45,000

① All-weather tires, which provide increased snow traction compared with all-season tires.

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WORSE ⊢——⊣ BETTER

✓ CR RECOMMENDED

	Brand + Model	Overall Score	Price	Three-Season Driving				Winter Driving		Comfort		Other	
				Dry braking	Wet braking	Handling	Hydroplaning	Snow traction	Ice braking	Ride	Noise	Rolling resistance	Tested tread life (miles)
	ALL-SEASON TRUCK TIRES *Continued*												
	Nexen Roadian HTX2	56	$199	↑	↓	↑	↑	⇈	○	↓	○	↑	60,000
	Kumho Crugen HT51	56	$185	↑	↓	○	○	↑	○	○	↑	↑	60,000
	Goodyear Wrangler Steadfast HT	56	$213	↑	○	○	↑	○	↓	○	○	↓	55,000
	Maxxis RAZR HT	56	$189	↑	↓	○	○	↑	↑	○	⇈	↑	60,000
	Nokian One HT	54	$199	↑	↓	○	↑	↓	○	○	↑	↑	50,000
	Yokohama Geolandar H/T G056	50	$186	↑	↓	○	○	↓	○	↓	↑	↑	65,000
	Nitto Dura Grappler	50	$189	↑	⇊	○	○	○	○	○	↑	○	65,000
	GT Radial Adventuro HT	49	$179	↑	⇊	↑	○	○	○	↓	↑	⇈	55,000
	ALL-TERRAIN TRUCK TIRES												
✓	**Continental** TerrainContact A/T	64	$269	↑	○	○	↑	↑	○	○	⇈	○	65,000
✓	**Michelin** LTX A/T2	62	$277	○	↓	○	⇈	↑	○	○	↓	↑	80,000
✓	**Vredestein** Pinza AT	59	$179	↑	↓	○	↑	⇈	↑	○	○	↑	60,000
✓	**Goodyear** Wrangler All-Terrain Adventure	56	$232	↑	○	○	○	↑	↑	↓	○	○	50,000
✓	**Bridgestone** Dueler A/T Revo 3	56	$249	↑	↓	○	↑	↑	↓	○	○	↑	50,000
	Nexen Roadian ATX	55	$208	↑	↓	○	⇈	↑	○	○	○	↑	55,000
	Hankook Dynapro AT2 Xtreme	55	$211	↑	↓	○	↑	↑	↑	↓	○	↑	70,000
	Firestone Destination A/T2	55	$232	↑	↓	○	↑	↑	○	↓	○	⇈	60,000
	Toyo Open Country A/T III	55	$248	↑	↓	○	↑	↑	○	↓	○	○	65,000
	Kumho Road Venture AT52	54	$189	↑	↓	○	↑	↑	↑	⇊	○	↑	60,000
	Nokian Outpost AT	54	$227	↑	↓	○	↑	↑	↑	↓	○	○	50,000
	Yokohama Geolandar A/T G015	54	$194	↑	↓	○	↑	↑	↑	○	↓	○	50,000
	Falken Wildpeak A/T3W	53	$209	↑	○	○	↓	○	↓	↓	↓	○	45,000
	Mickey Thompson Baja Boss A/T	51	$233	↑	↓	○	⇈	↑	○	○	↓	○	50,000
	Maxxis RAZR AT	49	$209	↑	↓	↓	⇈	↑	○	↓	↓	↑	45,000
	Pirelli Scorpion AT Plus	49	$194	↑	↓	○	↑	↑	○	↓	↓	↑	45,000
	GT Radial Adventuro ATX	46	$191	↑	⇊	○	↑	↑	↓	↓	⇊	○	50,000
	Nitto Terra Grappler G2	45	$210	↑	⇊	↓	↑	↑	○	○	↓	○	60,000

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WORSE — BETTER

✓ CR RECOMMENDED

Brand + Model	Overall Score	Price	Three-Season Driving				Winter Driving		Comfort		Other	
			Dry braking	Wet braking	Handling	Hydroplaning	Snow traction	Ice braking	Ride	Noise	Rolling resistance	Tested tread life (miles)
WINTER/SNOW TRUCK TIRES												
✓ **Nokian** Hakkapeliitta R5 SUV	75	$246	○	↓	○	○	⇈	⇈	○	○	⇈	NA
✓ **GT Radial** IcePro SUV3	71	$155	↑	○	○	○	⇈	⇈	○	○	⇈	NA
✓ **Bridgestone** Blizzak DM-V2	68	$194	○	⇊	↓	○	⇈	⇈	↑	○	↑	NA
✓ **Nexen** Winguard Winspike3	65	$169	↑	↓	↓	○	⇈	⇈	○	↓	↑	NA
✓ **General** Grabber Arctic	65	$185	○	⇊	↓	↑	⇈	↑	○	↑	↑	NA
Arctic Claw WXI	62	$157	○	⇊	↓	↑	⇈	↑	○	↓	○	NA
Falken Espia EPZ II SUV	60	$191	↓	⇊	⇊	○	⇈	⇈	○	↑	↑	NA
Firestone Winterforce 2 UV	60	$164	○	⇊	↓	⇈	⇈	↑	○	○	↑	NA

HOW WE TEST: Overall Score is based on about a dozen tests, with braking, handling, and hydroplaning resistance more heavily weighted for many tires. **Braking** tests on ice are from 10 mph; on dry and wet pavement, from 60 mph. **Handling** combines how well a tire performed in the wet-handling test, steering feel, and an emergency handling maneuver. **Hydroplaning resistance** denotes a tire's ability to resist skimming along the surface of standing water. **Snow traction** tests denote how far a vehicle has to travel to accelerate from 5 to 20 mph on flat, packed snow. **Ride** and **noise** are evaluated subjectively on rough and smooth roads. **Rolling resistance**, as measured by a dynamometer, is a factor in fuel economy. **Tested tread life** indicates wear potential based on our 16,000-mile vehicle driving test.

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Get Top Dollar for Your Car

HISTORICALLY, GETTING RID of a car has been a money-losing proposition. While that changed during the pandemic-related car shortages, when dealers would pay any amount for a used car, wholesale prices for cars have softened. Retail prices have dropped somewhat, but they remain high. In this chapter we compare selling your car yourself vs. the convenience of trading it in, and how to navigate the used-car market.

FOR
SALE

What Is Your Car's Value?

Whether the used-car market is hot or cold, it's key to know your car's value whether you are selling or trading it in.

If you sell the vehicle yourself, you'll often get more than the wholesale price (the car's value if you trade it in).

If you trade in your car, the dealer will offer something close to its wholesale value after taking all variables (options, mileage, condition, and so on) into consideration. The less money the dealer gives you for it, the more profit they can make when they resell it. While you should look for the best deal, the days of car dealers paying "any price for any used car," like they did in 2020 and 2021, are over.

Start by making your car presentable, then take it to a superstore like CarMax or to the used-car departments of local dealerships. Ask what they would give you in a straight-up sale. You can also get an online quote from Carvana. This is the minimum to expect if you trade in your car, so you can negotiate with confidence.

There's another advantage to having this information: If you're being lowballed on your trade-in, you can always simply refuse the offer and sell your vehicle to the dealer that gave you a better quote.

WHAT TO EXPECT

5%

This is how much more you'd get selling a 2021 Toyota Camry XLE privately compared with trading it in at a car dealer.

SOURCE: Black Book Used Car Values, March 2024.

Trade In Your Old Car? Less Effort—but Also Less Money.

Many buyers prefer the simplicity of trading in their vehicle. You can apply the trade-in amount to the down payment for your newer car, which reduces how much you have to finance. If you still owe money on your car, the dealer can deduct that amount from your trade.

There can be tax advantages, too. Most states require that sales tax be paid only on the difference between the price of your trade-in and the vehicle you are buying, not the full price of the car you buy. This tax benefit goes away if you sell your car yourself.

A real downside of trading in your vehicle is that you might leave behind hundreds, if not thousands, of dollars. The best you can hope for when trading in is the wholesale price, which even in today's volatile market is usually much less than what you will get if you sell it yourself.

In addition, even if you've checked all the pricing sources and think you know what your vehicle is worth, you may have to haggle with a salesperson to get the best deal.

As the used-car market continues to soften and inventories grow, you may encounter another situation: The dealer may already have on the lot a handful of the same model you're trying to trade in. So you won't get anywhere near top dollar for it.

Remember that no matter how desperate a dealership is for used cars, they aren't doing you a favor by taking one off your hands. If the dealer buys your car, it's because there's a profit for them at the end of the transaction.

▪ **How to get the most money.** There are several things you can do to maximize the value of your trade-in.

A vehicle's appearance is an important consideration when a used-car manager estimates its value. You don't have to spend the money to get it profession-

BOOST YOUR CAR'S CURB APPEAL

Making your vehicle look as good as possible can pay big dividends by improving its value.

Depending on its condition, you can spruce up the car yourself or take it to a professional detailer. Prices generally start around $100 for a full detail treatment but can rapidly increase depending on the region, type of vehicle, and amount of work needed. Detailing sometimes isn't much more than an extra-good job of polishing the body and cleaning the inside, plus removing every smudge and scrap of grime. But preparing a particularly rough car for sale may involve bodywork, paint touch-ups, and heavy-duty buffing.

As with all do-it-yourself projects, the more elbow grease you invest, the less you'll need to pay someone else. Here are some tips on how to get the best results from your efforts.

SPIFF UP THE EXTERIOR

Give your vehicle a thorough cleaning with car-wash detergent. Scrub alloy wheels thoroughly to remove road film and grime. Use a stiff-bristled brush with a detergent or cleaner that is safe for all wheels. Non-automotive cleaners can eat away the protective coating on certain factory wheels. Once everything is dry, apply tire dressing to give the rubber a new-car look.

Then inspect the paint and assess any damage, noting scratches,

USED CAR SUPERSTORE
LEASE Buy Out
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DO THE MATH
A dealer may offer you a great price on a newer car but a worse price on your trade-in deal.

PHOTO, PREVIOUS SPREAD: PATTI MCCONVILLE/ALAMY STOCK PHOTO. PHOTO, THIS PAGE: MARIO TAMA/GETTY IMAGES

stone chips, and dents. If the paint is in good condition, you may need only a coat of wax. Your car probably has a clearcoat outer layer, so make sure the wax you use is marked “safe for clearcoats.” Avoid products meant to remove paint or to shine a dull finish. If your paint finish is a little dull, use a product that both polishes and protects. Based on our tests, we favor liquid waxes for getting the best cleaning results.

You can fix small scratches and chips yourself with touch-up paint. “If there is a chip that does not reach the substrate, then a simple cosmetic touch-up works very well and can be completed by anyone,” says Dennis Taljan, director of global technology at PPG, which produces car paints and other products. “If there is damage to the substrate or damage to a large area, then see a professional.” Let the paint dry for at least a day or two before polishing the car.

Fine surface abrasions or scratches in the paint can be professionally buffed out at a body shop or car-wash center. This will improve the car’s appearance, but it will cost between $100 and $200. You can hand-polish the car yourself using an appropriate polish and microfiber cloths. Don’t use an electric rotary buffer unless you know what you’re doing. Done improperly, you can easily burn through the paint or leave permanent swirl marks.

REMOVE SMALL DENTS
Having a body shop fix unsightly dents and dings can be costly. If there’s no paint damage, you may be able to use a paintless dent repair service, such as DentPro (dentpro.com). It uses special tools to massage out small dents from the inside. Your mechanic, body shop, or car dealer can help you find a service. Costs range from $50 to $150 per dent.

Some do-it-yourself kits are advertised on infomercials and online, costing about $20 to $30. Essentially, they work by hot-gluing a disc onto the dent, then pulling the dent out with a special tool. In 2015 CR tested

Continued on next page ❯

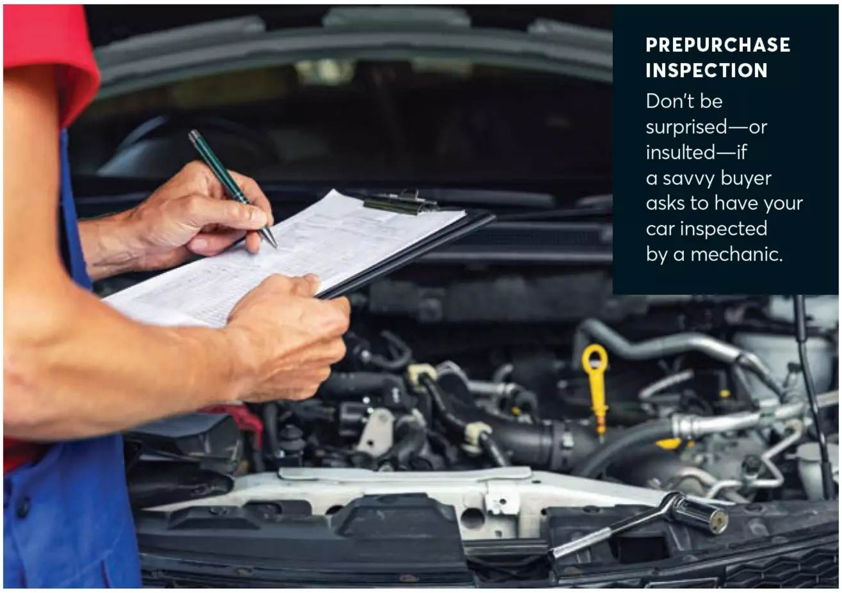
ally detailed, but make sure it's squeaky clean inside and out in.

If your car needs repairs, get an estimate to take with you to the dealership. This could provide a little bargaining power when the dealer's estimator starts deducting repair costs from the figure offered to you. Be aware that it costs a dealership a lot less to make repairs at its own shop than the retail price you've been quoted.

■ **Negotiating the trade-in.** You'll get the best deal by keeping the purchase and trade-in negotiations separate. Combining the two allows salespeople to manipulate the deals to cancel out a great price on your new car with a lousy price for your trade.

First, nail down the price of the car you want to purchase. With the market off the high prices of 2022 you can expect some room for negotiation. Next, discuss the trade-in, making sure you hold firm on the price you want for your old car. Dealers often make more money reselling your car than they do on a new-car deal, so they have more flexibility with a trade-in offer.

■ **Keep your eye on the bottom line.** What's important is the net amount you have to pay. Be sure to read and understand any sales contract before you sign it. If you have a problem with any terms or conditions, ask questions. You have little recourse after you sign.



PREPURCHASE INSPECTION
Don't be surprised—or insulted—if a savvy buyer asks to have your car inspected by a mechanic.

Sell It Yourself: More Effort—but Also More Money

Selling your current vehicle on your own will get you a higher price than trading it in. You can always expect to get more than the wholesale price. But you'll have to go through the hassle of advertising, taking phone calls, and showing the car.

■ **Set a competitive price.** By this point you should have a good idea of what the retail and local asking prices are for your vehicle. If you checked to see what a local dealer would offer on a straight-up sale, you should be able to price your car reasonably. Typically, you should price your vehicle a little bit higher than what you are willing to take for it so that there's room for negotiation. Don't expect to get the exact price you want in the current market.

BOOST YOUR CAR'S CURB APPEAL

From previous page

two kits: Dent King and DentOut. We found that they worked about equally well, but the results weren't perfect. Generally, the more experience you have, the better the results. Don't pull the metal out too far. Dents less than 1 inch in diameter were the toughest to fix; kits worked best on dents about 4 inches across.

FIX WINDOW-GLASS DEFECTS

It's very common for a windshield to pick up "star" or "bull's-eye" damage from a flying stone. An auto-glass repair service can repair these so that they are less noticeable and don't develop into big cracks. For larger cracks, you'll have to replace the entire windshield. In some states, it's illegal to make repairs in the glass area swept by the windshield wipers. Check whether you have glass coverage on your auto insurance. If you do, the replacement will be free except for a possible deductible.

CLEAN THE ENGINE COMPARTMENT

Cleaning the outside of the engine and other components under the hood can be a chore, but a clean engine bay gives the impression that the mechanicals have been well-maintained. Don't steam clean the engine bay; it can damage any of the numerous electronic parts that are under the hood.

If battery terminals are corroded or caked with white powder, remove the residue with an old toothbrush dipped in a mixture of water and baking soda. Then coat the terminals with battery terminal grease. (Always wear eye protection and gloves when working around car batteries.)

Clean engine parts with old rags and plain soap and water, though you may have better luck with an aerosol engine degreaser. Loosen dirt and rust with a soft-bristle wire brush and soft abrasive cleaner, and don't get electrical connections wet. For safety, make sure the

If you have an outstanding loan, contact your lender to pay it off before you list the vehicle to ensure that the title is ready to transfer, especially in states where the lender holds the title.

▪ **Advertise effectively.** There are many ways to advertise your vehicle. While Craigslist charges $5 per listing, Facebook is free for individuals. Both can get a lot of local attention, including from dealerships that are looking for specific cars to buy. Other options include Autotrader, CarGurus, Cars.com, and Kelley Blue Book (kbb.com), although most require payment for full-featured listings.

▪ **Word of mouth is very effective.** Tell your friends, relatives, colleagues, and social media circle that you have a car for sale. If your network is big enough, you might be surprised at how much interest you generate. And it's free.

▪ **Showing your car.** Once you've placed your ads, have your schedule ready so that you can set a day and time to show the car. Remember that many states require the car to remain registered and insured for test drives. When you show the car, answer all questions honestly and be prepared to provide service receipts. Ahead of the test drive, make sure that you let buyers know any safety protocols you would like them to follow.

Know that some buyers won't show up and that others will make an unrealistically low offer. You will also almost certainly hear from a scammer. If an offer seems too good to be true, it probably is. Ignore them.

For safety and to avoid scams, meet the buyer in a public place–some police departments even have a "transaction space" that is under video surveillance. Ask for a cash payment or meet the buyer at your bank to deposit a cashier's check. Never take payment from a buyer you haven't met in person, and insist that the check matches the asking price.

▪ **Prepurchase inspection.** A buyer may want to have your car inspected by a mechanic before completing the sale. If you have a lot of interest in the vehicle, you could sell it "as is" and refuse to allow any presale inspection. But unless you have something to hide, letting the buyer get the car inspected is the right thing to do. Remember that your car may need to be insured and registered for it to be test-driven or taken to a mechanic.

▪ **Bring the correct documents.** Paperwork requirements vary from state to state. In some, transferring ownership of a vehicle to another person is as simple as entering the odometer reading, sales price, and your signature on the back of the title. In others, you must fill out official title-transfer forms. A bill of sale is often required by the buyer for registration and tax purposes, and some states require signatures to be notarized.

Finally, check with your state's motor vehicle department to see if the process has changed since the last time you registered a vehicle.

TRADE-IN TAX TIP

Trading in your car lowers the purchase price of the new one you buy, which in turn may reduce the sales tax you'll have to pay.

engine isn't running or still hot when you do all this.

Fix or replace broken or missing items. A lost wheel cover or a broken mirror says that your car hasn't been well-maintained and that other repairs may be needed.

Major repairs are another matter. Most buyers probably won't want to make a big one just after buying a car.

If your air conditioner doesn't work and the estimate is $600 to repair it, some private buyers might not care as long as you adjust the price accordingly, because it isn't a safety concern. Other buyers may balk when they find out about it. Dealers may also reduce the value of your trade if they notice major problems.

The key question is whether you can recoup the cost of the repair in your selling price. Most of the time you can't, so be prepared to take a beating if your car has major repair problems. On the other hand, a brand-new muffler or new tires could be an attractive selling point for a private buyer.

FINISH WITH THE INTERIOR

Look at the results through the eye of a buyer. Remove your personal clutter from the glove box and storage spaces, empty and wash the cup-holder inserts, and check under the seats for lost toys, trash, and wayward french fries.

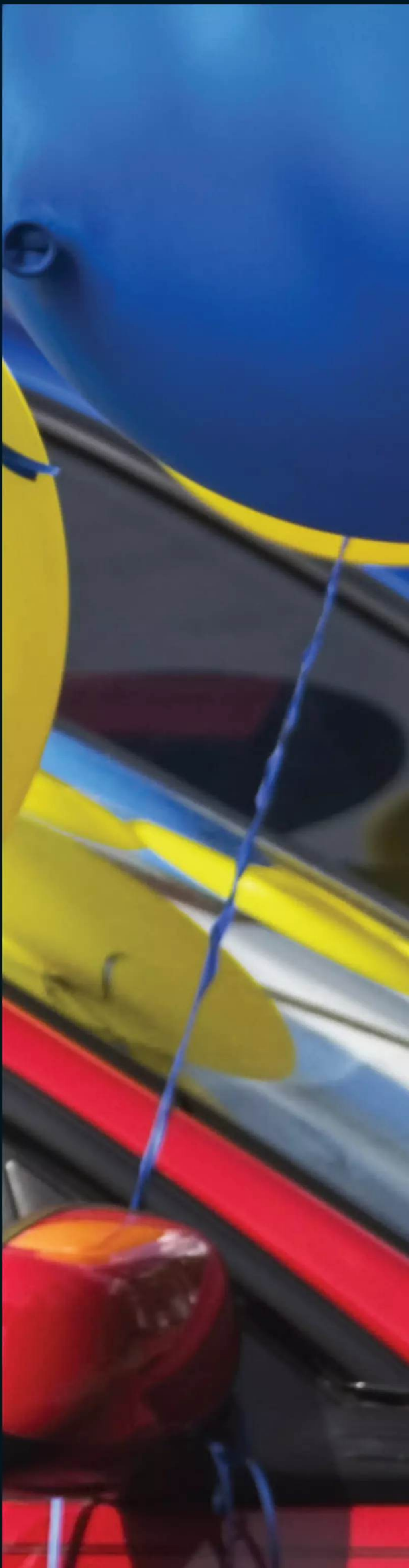
You can buy special cleaners for upholstery, carpet, vinyl, and leather. For hard plastic surfaces, use any general-purpose cleaner. Use glass cleaner to remove smudges and film from the insides of all windows—especially the windshield and rear window. If floor mats look worn even after you vacuum, replace them.

Getting rid of odors can be a challenge. First, clean the interior fabrics with pet-spot cleaner or another odor-fighting product. Wipe down the headliner and clean inside the trunk and spare-tire well. To remove stale odors from the ventilation ducts, spray odor eliminator into the system's air intake, which is usually at the base of the windshield. Then run the A/C for at least 10 minutes.

PHOTO, FACING PAGE: SHUTTERSTOCK

CR's Used Car Directory

HERE, YOU WILL find reviews of the major 284 vehicles built between 2014 and 2023. Each includes a review by CR's auto experts, current price ranges for each model year, crash-test results, available safety features, and other data. For most models, you'll also find a detailed reliability history chart that provides an overall reliability rating for each model year.



The Basis for CR's Reliability Ratings

This step-by-step guide explains the way we determine how well a vehicle will hold up.

How to Read the Charts

To check on the reliability history of a particular year's model, start with the Overall Reliability. This score shows whether the model had more or fewer problems overall than the average model of that year, calculated from the total number of problems reported by members in all trouble spots.

Because problems with the engine, major; engine cooling; transmission, major; drive system; EV motor; and EV battery can be serious and expensive to repair, our calculations give extra weight to problems in those areas.

To see a model's strengths and weaknesses, look at the individual scores for each of the 20 trouble spots. The chart below shows the average problem rates for all models in the survey in each trouble spot by year. Scores for each profile reliability chart are based on the percentage of survey respondents who reported problems for that trouble spot, compared with that year's average model.

Models that score a ⏬ are not necessarily unreliable, but suffer a higher rate of problems than the average model. Similarly, models that score a ⏫ are not necessarily problem-free, but had relatively few problems compared with other models.

Newer vehicles should have few, if any, problems and score all our top, dark green rating. In some cases a model may score 🔼 and ⏫ in most categories, but the verdict is a ❗ or lower because it still has more problems than the average model overall.

A blank row indicates that the trouble spot is not applicable to that model. A blank column indicates that the vehicle was not built that model year. A column of asterisks (*) indicates that there is insufficient data for that year. The year a model was redesigned is noted in **bold.**

The Numbers Behind Reliability Ratings

This chart shows the average rates of problems in each trouble spot by model year for the vehicles in CR's Annual Auto Surveys.

For example, about 2 percent of EVs and Hybrids had EV Battery problems, on average. The 2014 Toyota Prius C on the facing page scores a ⏬ (much worse than average) because 7.6 percent of them had a problem in this area.

For 2017 models the average rate of Climate System problems among vehicles in our survey was about 3 percent. Because none of the 2017 Toyota Prius V owners reported a problem in this category, it scores ⏫ (much better than average).

Because high-mileage cars tend to encounter more problems than low-mileage cars, problem rates are standardized to minimize differences due to mileage.

We note models that have been redesigned or newly introduced by highlighting the model years in **bold.**

AVERAGE PERCENTAGE OF CARS WITH A REPORTED ISSUE

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Engine, Major	2	2	2	1	1	<1	1	<1	<1	<1
Engine, Minor	1	1	1	1	1	<1	<1	<1	<1	<1
Engine, Cooling	<1	<1	<1	<1	<1	<1	<1	<1	<1	<1
Trans., Major	1	1	1	1	1	1	<1	<1	<1	<1
Trans., Minor	1	1	1	1	1	<1	<1	<1	<1	<1
Drive System	2	2	2	1	1	1	1	<1	<1	<1
EV Motor	1	1	<1	<1	1	<1	1	<1	<1	<1
EV Battery	2	2	2	3	2	4	3	3	2	<1
EV Charging	1	5	2	2	2	3	3	2	2	1
Fuel System	2	1	2	1	1	1	<1	1	<1	<1
Electrical	1	1	1	1	1	<1	<1	<1	<1	<1
Climate System	4	4	3	3	2	1	1	1	1	<1
Suspension	4	3	2	2	1	1	1	1	<1	<1
Brakes	3	3	2	2	2	1	1	1	1	<1
Exhaust System	2	1	1	1	<1	<1	<1	<1	<1	<1
Paint/Trim	2	2	1	1	1	1	1	<1	1	<1
Noises/Leaks	2	2	2	2	2	1	1	1	1	1
Body Hardware	2	2	2	2	1	1	1	1	1	1
Power Equipment	3	3	2	2	2	2	2	1	1	1
In-car Electronics	4	3	3	3	3	3	3	4	4	2

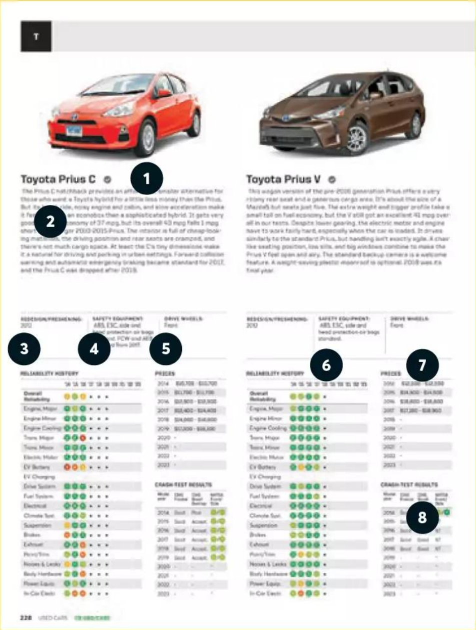
What the Trouble Spots Include

- **Engine, Major** Engine, cylinder head, head gasket, turbo or supercharger, timing chain or timing belt.
- **Engine, Minor** Oil or fuel leaks, accessory belts and pulleys, engine computer, engine mounts, engine knock or ping.
- **Engine Cooling** Radiator, cooling fan, antifreeze leaks, water pump, thermostat, overheating.
- **Transmission, Major** Transmission rebuild or replacement, torque converter, premature clutch replacement.
- **Transmission, Minor** Gear selector or linkage, coolers and lines, rough shifting, slipping transmission, leaks, transmission computer, transmission sensor or solenoid, clutch adjustment, hydraulics (clutch master or secondary cylinder).
- **Drive System** Driveshaft or axle, CV joint, differential, transfer case, 4WD/AWD components, driveline vibration, traction control, electronic stability control (ESC), electrical failure.
- **EV Motor** Hybrid/electric drive motor rebuild, replacement, or malfunction.
- **EV Battery** Hybrid/electric battery replacement, hybrid/electric battery malfunction, hybrid/electric battery cooling problems.
- **EV Charging** Charges too slowly, charge connection problem, won't charge at home, won't work with public chargers, won't fully charge, charging port problem, won't DC fast-charge.

- **Fuel System** Sensors (includes O_2 or oxygen sensor), emission control devices (includes EGR), fuel gauge/sender, fuel injection system, fuel pump, problems filling the tank.
- **Electrical** Alternator, starter, regular battery, battery cables, engine harness, coil, ignition switch, electronic ignition, spark plug and wire failure, auto stop/start, electric vehicle charging.
- **Climate System** Blower (fan) motor, A/C compressor, condenser, evaporator, heater system, automatic climate control, refrigerant leakage, electrical failure, controls not available on infotainment screen.
- **Suspension** Shocks or struts, ball joints, tie rods, wheel bearings, alignment, steering linkage (includes rack and pinion), power steering (pumps and hoses, leaks), wheel balance, springs or torsion bars, bushings, electronic or air suspension.
- **Brakes** Premature wear, pulsation or vibration, squeaking, master cylinder, calipers, rotors, antilock brake system (ABS), parking brake, brake failure, regenerative braking.
- **Exhaust** Muffler, pipes, catalytic converter, exhaust manifold, leaks.
- **Paint/Trim** Paint (fading, chalking, cracking, peeling), loose trim or moldings, rust.
- **Noises/Leaks** Squeaks or rattles, seals or weather stripping, air or water leaks, wind noise.
- **Body Hardware** Windows, locks and latches, tailgate, hatch or trunk, doors or sliding doors, mirrors, seat controls, heated or cooled seats, heated steering wheel, safety belts, sunroof, convertible top, glass defect.
- **Power Equipment** Cruise control, clock, warning lights, body control module, keyless entry, wiper motor or washer, tire pressure monitor, interior or exterior light, horn, gauges, 12V power plug, remote engine start, alarm or security system, headlights, automatic headlights, automatic wipers, wireless charging pad.
- **In-Car Electronics** Audio systems, backup/parking camera, entertainment systems, navigation system, communication system, hardware replacement, over-the-air updates, head-up display.

PHOTO, PREVIOUS SPREAD: ADOBE STOCK

CR'S VEHICLE REVIEWS



1. RECOMMENDED MODELS
These models have consistently done well in our tests and have had consistently above-average reliability.

2. OVERVIEW
This assessment by CR's auto experts is based on testing and research through the years covered.

3. REDESIGN/ FRESHENING
Here we note the model year or years that the vehicle was introduced or received significant design changes. In between major redesigns, a model typically remains the same from year to year, sometimes with minor changes in styling, trim, features, or the powertrain.

4. SAFETY EQUIPMENT
We note the availability of side and head protection airbags, antilock brakes (ABS), electronic stability control (ESC), forward collision warning (FCW), automatic emergency braking (AEB), and blind spot warning (BSW).

5. DRIVE WHEELS
This tells you whether a vehicle uses front-wheel drive, rear-wheel drive, four-wheel drive, or all-wheel drive. 4WD is available as a part-time, permanent, or selectable system. Both permanent and selectable can be engaged in full-time 4WD all the time. Part-time 4WD can't be used on dry pavement. AWD is similar to full-time 4WD, except it doesn't include low-range gearing, which is most important for serious off-road driving.

6. RELIABILITY HISTORY
For each model year, where available, this chart details the problems in up to 20 trouble spots. See the facing page for details on interpreting these charts. The Overall Reliability rating sums up the problems for each model year.

These charts are based on more than 330,000 responses to our Annual Auto Surveys. Consumer Reports members report-ed on any problems they had with their vehicles during the previous 12 months, considered serious because of cost, failure, safety, or down-time, in any of the trouble spots included in the table on the facing page. Because high-mileage cars tend to encounter more problems than low-mileage cars, problem rates are stan-dardized to minimize differences due to mileage.

7. PRICES
Prices are an estimate of the current used price range for the years the model was available.

8. CRASH-TEST RESULTS
Where available, we include the offset-frontal crash and the driver-side small-overlap results from the Insurance Institute for Highway Safety. The IIHS uses a four-point scale: Good, Acceptable, Marginal, and Poor. We also include the overall frontal-and side-crash test results from the National Highway Traffic Safety Administration.

Acura ILX

Introduced in 2013, Acura's entry-level luxury compact shares its underpinnings with the Honda Civic. But the ILX has different suspension tuning, as well as fancier features and nicer interior materials. Early models were available three different four-cylinder engines: a 2.0-liter base, 1.5-liter hybrid, and a higher-performance 2.4-liter. The base engine and five-speed automatic work very well. The 2016 freshening included a standard dual-clutch automatic transmission, which is clunky and reluctant to downshift. Handling is sound, but the ride is stiff and choppy, road noise is pronounced, and the driver's seat is short on lower-back support, all of which undermine the ILX's pretense of affordable luxury. 2022 was the final year for the ILX; it was replaced by the Integra, a hatchback based on the recently redesigned Civic.

REDESIGN/FRESHENING:
2013, 2016

SAFETY EQUIPMENT:
ABS, ESC, side and head protection airbags standard. FCW and AEB standard from 2019.

DRIVE WHEELS:
Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	*	*	*	*	*	*	*	*	*	
Engine, Major	*	*	*	*	*	*	*	*	*	
Engine Minor	*	*	*	*	*	*	*	*	*	
Engine Cooling	*	*	*	*	*	*	*	*	*	
Trans. Major	*	*	*	*	*	*	*	*	*	
Trans. Minor	*	*	*	*	*	*	*	*	*	
Electric Motor										
EV Battery										
EV Charging										
Drive System	*	*	*	*	*	*	*	*	*	
Fuel System	*	*	*	*	*	*	*	*	*	
Electrical	*	*	*	*	*	*	*	*	*	
Climate Syst.	*	*	*	*	*	*	*	*	*	
Suspension	*	*	*	*	*	*	*	*	*	
Brakes	*	*	*	*	*	*	*	*	*	
Exhaust	*	*	*	*	*	*	*	*	*	
Paint/Trim	*	*	*	*	*	*	*	*	*	
Noises & Leaks	*	*	*	*	*	*	*	*	*	
Body Hardware	*	*	*	*	*	*	*	*	*	
Power Equip.	*	*	*	*	*	*	*	*	*	
In-Car Electr.	*	*	*	*	*	*	*	*	*	

PRICES

2014	$11,700 - $13,800
2015	$12,900 - $14,100
2016	$14,000 - $15,400
2017	$16,000 - $17,600
2018	$17,600 - $19,200
2019	$20,900 - $23,100
2020	$22,500 - $25,000
2021	$24,600 - $28,300
2022	$27,300 - $30,900
2023	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	NT	↑/⇈
2015	Good	NT	↑/⇈
2016	Good	Good	↑/⇈
2017	Good	Good	↑/⇈
2018	Good	Good	↑/⇈
2019	Good	Good	↑/⇈
2020	Good	Good	↑/⇈
2021	Good	Good	↑/⇈
2022	Good	Good	↑/⇈
2023	-	-	-

Acura MDX

The MDX has a strong, refined V6 powertrain and a very functional seven-passenger interior. The 2014 redesign got quieter inside, but the dashboard became confusingly crowded with buttons. The ride is firm but composed. Handling is responsive and the MDX is mostly agile. The small third-row seat is best for kids. In 2016, Acura added a nine-speed automatic that isn't always smooth or responsive, and a tricky-to-use push-button gear selector. The ride is still quiet, but handling is a bit more mundane, though secure. Note that some desirable features, like second row bucket seats and a surround-view camera system, were reserved for the top-trim Advance model. 2022 brought a redesigned MDX with standard active safety systems and a more luxurious interior, but the infotainment system relies on a finicky touchpad to interact with the screen.

REDESIGN/FRESHENING:
2014, 2016, 2022

SAFETY EQUIPMENT:
ABS, ESC, side and head protection airbags standard. FCW and AEB standard from 2017.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	❙	⇈	↓	❙	↓	❙	❙		↑	↓
Engine, Major	⇈	⇈	⇈	↑	❙	⇈	⇈		⇈	⇈
Engine Minor	⇈	⇈	⇈	⇈	❙	↑	↑		⇈	⇈
Engine Cooling	⇈	⇈	⇈	⇈	⇈	⇈	⇈		⇈	⇈
Trans. Major	❙	⇈	⇊	⇈	↓	⇈	⇈		⇈	⇈
Trans. Minor	↑	⇈	↑	⇈	⇈	↓	❙		⇈	⇈
Electric Motor										
EV Battery										
EV Charging										
Drive System	↑	⇈	⇊	↑	⇈	⇈	⇈		↑	↑
Fuel System	⇈	⇈	❙	❙	⇈	↓	⇈		⇈	⇈
Electrical	⇈	⇈	⇈	⇈	⇊	↑	⇈		⇈	⇈
Climate Syst.	⇈	⇈	⇈	⇈	↑	↓	⇈		⇈	↑
Suspension	⇊	❙	↓	⇊	↑	❙	❙		↑	❙
Brakes	↑	⇈	⇊	⇈	❙	⇈	❙		❙	❙
Exhaust	⇈	⇈	⇈	⇈	⇈	❙	⇈		⇈	⇈
Paint/Trim	↓	↑	⇊	⇈	↓	↑	⇊		⇈	❙
Noises & Leaks	↑	❙	↑	⇈	↑	❙	↑		⇈	⇊
Body Hardware	↑	⇈	↓	↑	↓	↓	↓		⇈	❙
Power Equip.	❙	⇈	↓	↓	⇊	⇈	↑		❙	⇈
In-Car Electr.	⇈	❙	↑	↑	⇈	↓	⇈		⇈	⇊

PRICES

2014	$13,600 - $15,900
2015	$14,300 - $17,400
2016	$16,400 - $18,900
2017	$18,900 - $23,600
2018	$21,600 - $27,000
2019	$25,100 - $31,000
2020	$28,300 - $35,400
2021	-
2022	$36,500 - $57,400
2023	$42,700 - $64,000

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	Good	⇈/⇈
2015	Good	Good	⇈/⇈
2016	Good	Good	⇈/⇈
2017	Good	Good	⇈/⇈
2018	Good	Good	⇈/⇈
2019	Good	Good	⇈/⇈
2020	Good	Good	⇈/⇈
2021	-	-	-
2022	Good	Good	↑/⇈
2023	Good	Good	↑/⇈

⇊ ↓ ○ ↑ ⇈ ✓
WORSE ⟷ BETTER GOOD BET

Acura RDX ✓

Derived from the Honda CR-V, the RDX bowed in 2007 as a small, all-wheel-drive upscale SUV. The first generation model lacks ride, noise and powertrain refinement and we'd avoid it if possible. The 2013 and later models are much better, with a roomier interior and a smooth, powerful V6 coupled with a six-speed automatic. The ride improved and the interior is better trimmed. Updated for 2016, the RDX gained more safety features as well as Acura's overly-complicated dual-screen infotainment system. Other changes included a minimal bump in horsepower and slightly improved highway fuel economy figures. A 2019 redesign brought a four-cylinder turbo engine and 10-speed automatic. It is satisfying to drive and has a roomy and upscale interior with comfortable seats. The distracting controls are a letdown and fuel economy is below average for the class.

REDESIGN/FRESHENING:
2013, 2019

SAFETY EQUIPMENT:
ABS, ESC, side and head protection airbags standard. FCW and AEB standard from 2019.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	○	○	↑	○	○	↓	↑	↑	↑	⇈
Engine, Major	↑	↑	↑	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Engine Minor	⇈	○	⇈	⇈	⇈	↑	⇈	⇈	⇈	⇈
Engine Cooling	↑	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Trans. Major	○	↑	↑	↓	⇈	⇈	⇈	⇈	⇈	⇈
Trans. Minor	○	↓	⇈	○	↑	↑	⇈	⇈	⇈	⇈
Electric Motor										
EV Battery										
EV Charging										
Drive System	⇊	○	⇊	⇈	○	↓	⇈	⇈	⇈	⇈
Fuel System	↑	⇈	○	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Electrical	↑	○	↑	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Climate Syst.	↑	○	⇈	⇈	○	○	○	⇈	⇈	⇈
Suspension	↓	○	↑	⇈	⇊	↓	↑	⇈	↑	⇈
Brakes	↑	○	↑	↓	↑	○	⇊	⇈	⇈	⇈
Exhaust	↑	○	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Paint/Trim	⇈	↑	↑	⇈	↑	↑	↑	⇈	⇈	⇈
Noises & Leaks	↑	↑	↑	⇈	↓	↓	○	↓	⇈	⇈
Body Hardware	↑	↑	↑	↑	○	↓	⇈	○	○	⇈
Power Equip.	↑	○	⇈	↑	↑	↓	⇈	⇈	↑	⇈
In-Car Electr.	↑	⇈	↑	↑	⇈	⇊	⇊	○	○	⇊

PRICES

2014	$12,400 - $14,100
2015	$13,900 - $15,500
2016	$15,500 - $17,900
2017	$17,100 - $20,400
2018	$18,700 - $22,900
2019	$24,400 - $30,000
2020	$27,500 - $33,200
2021	$29,700 - $37,900
2022	$33,600 - $42,800
2023	$37,200 - $48,600

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	NT	⇈/⇈
2015	Good	NT	⇈/⇈
2016	Good	Good	⇈/⇈
2017	Good	Good	⇈/⇈
2018	Good	Good	⇈/⇈
2019	Good	Good	↑/⇈
2020	Good	Good	↑/⇈
2021	Good	Good	↑/⇈
2022	Good	Good	↑/⇈
2023	Good	Good	↑/⇈

Acura RLX

Acura's flagship sedan falls well short of its competitors. The ride is jumpy and unsettled, and the lack of handling agility makes the RLX feel ungainly. Its responsive 310-hp V6 and six-speed automatic powertrain is a high point, however. Our tested front-wheel-drive model averaged 23 mpg overall. A pricey all-wheel-drive hybrid was available, and got an EPA-rated 30 mpg combined. The cabin is spacious and well-made, and includes a raft of electronic and connectivity features, but it isn't particularly luxurious and the controls are overly complicated. A surround-view camera system was added to the top-trim Advance. Updates for 2016 include some suspension system changes designed to improve the RLX's ride. New equipment for 2018 included a 10-speed automatic. 2020 was the final year for the RLX.

REDESIGN/FRESHENING:
2014

SAFETY EQUIPMENT:
ABS, ESC, side and head protection airbags standard. FCW, AEB, and BSW standard from 2016.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	*	*	*	*	*	*	*			
Engine, Major	*	*	*	*	*	*	*			
Engine Minor	*	*	*	*	*	*	*			
Engine Cooling	*	*	*	*	*	*	*			
Trans. Major	*	*	*	*	*	*	*			
Trans. Minor	*	*	*	*	*	*	*			
Electric Motor										
EV Battery										
EV Charging										
Drive System	*	*	*	*	*	*	*			
Fuel System	*	*	*	*	*	*	*			
Electrical	*	*	*	*	*	*	*			
Climate Syst.	*	*	*	*	*	*	*			
Suspension	*	*	*	*	*	*	*			
Brakes	*	*	*	*	*	*	*			
Exhaust	*	*	*	*	*	*	*			
Paint/Trim	*	*	*	*	*	*	*			
Noises & Leaks	*	*	*	*	*	*	*			
Body Hardware	*	*	*	*	*	*	*			
Power Equip.	*	*	*	*	*	*	*			
In-Car Electr.	*	*	*	*	*	*	*			

PRICES

2014	$12,000 - $14,600
2015	$13,500 - $16,800
2016	$16,100 - $20,000
2017	$21,200 - $25,900
2018	$26,000 - $30,300
2019	$28,700 - $33,100
2020	$31,700 - $36,600
2021	-
2022	-
2023	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	Good	NT
2015	Good	Good	⇈/⇈
2016	Good	Good	⇈/⇈
2017	Good	Good	⇈/⇈
2018	Good	Good	⇈/⇈
2019	Good	Good	⇈/⇈
2020	Good	Good	⇈/⇈
2021	-	-	-
2022	-	-	-
2023	-	-	-

Acura TLX ✓

The TLX replaced the TL in 2015, and it's never quite measured up to the competition. The 2.4-liter engine is paired with an eight-speed automatic that delivers quick shifts and contributes to the very good 27 mpg overall. The V6 has plenty of power, but its nine-speed automatic shifts roughly. Handling is responsive, but not sporty, although the ride is quite comfortable. The cabin is quiet, but rear-seat room is so-so. The dual-screen infotainment system is unintuitive to use. For 2018 the TLX got an exterior freshening, a more luxurious interior, and sportier suspension and steering tuning. Redesigned for 2021, the TLX grew larger but interior room wasn't improved. The standard 2.0-liter turbo four-cylinder and 10-speed automatic are an energetic combo. The ride is quite comfortable and handling is nimble, but the excessive road and engine noise are annoying, and the touchpad-based infotainment is distracting and unintuitive.

REDESIGN/FRESHENING: 2015, 2021

SAFETY EQUIPMENT: ABS, ESC, side and head protection airbags standard. FCW, AEB, and BSW standard from 2018.

DRIVE WHEELS: AWD; Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability		↑	↑	*	↑	↑	↓	↑	*	*
Engine, Major		↑	⇈	*	⇈	⇈	⇊	⇈	*	*
Engine Minor		↑	⇊	*	⇈	⇈	⇈	↓	*	*
Engine Cooling		⇈	⇈	*	⇈	⇈	⇈	⇈	*	*
Trans. Major		↑	⇈	*	⇈	⇈	⇈	⇈	*	*
Trans. Minor		⇊	⇈	*	⇈	⇈	⇈	⇈	*	*
Electric Motor										
EV Battery										
EV Charging										
Drive System		⇈	⇈	*	⇈	⇈	!	⇈	*	*
Fuel System		⇈	!	*	⇈	⇊	↓	⇈	*	*
Electrical		⇈	⇈	*	⇈	⇈	⇊	⇈	*	*
Climate Syst.		⇈	↑	*	⇈	⇈	⇈	!	*	*
Suspension		↑	⇈	*	⇈	⇈	!	⇈	*	*
Brakes		↑	⇈	*	⇊	⇊	⇈	⇈	*	*
Exhaust		!	⇈	*	↓	⇈	⇊	⇈	*	*
Paint/Trim		⇈	⇊	*	⇈	⇈	⇈	↓	*	*
Noises & Leaks		⇈	!	*	⇈	⇈	!	⇊	*	*
Body Hardware		⇈	↓	*	↓	⇈	⇈	⇈	*	*
Power Equip.		↑	⇈	*	!	↑	⇈	⇈	*	*
In-Car Electr.		⇈	⇈	*	⇈	⇈	⇈	⇊	*	*

PRICES

2014	-
2015	$13,900 - $16,900
2016	$14,900 - $18,000
2017	$16,400 - $19,900
2018	$18,300 - $24,400
2019	$22,300 - $28,500
2020	$23,900 - $31,200
2021	$29,200 - $38,900
2022	$33,300 - $44,000
2023	$38,900 - $56,200

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	-	-	-
2015	Good	Accept.	⇈/⇈
2016	Good	Marg.	⇈/⇈
2017	Good	Accept.	⇈/⇈
2018	Good	Accept.	⇈/⇈
2019	Good	Accept.	⇈/⇈
2020	Good	Accept.	⇈/⇈
2021	Good	Good	⇈/⇈
2022	Good	Good	⇈/⇈
2023	Good	Good	⇈/⇈

Alfa Romeo Giulia

Alfa's compact luxury sports sedan corners and steers like a sports car, making it fun to drive. The 280-hp, 2.0-liter turbo four is mated to an eight-speed automatic and provides punchy acceleration even in the all-wheel-drive version. Ride comfort is civilized even though it has a firm edge. Fuel economy at 27 mpg overall is one of the best in the class. The interior is attractive with nicely textured surfaces but cheap switchgear detracts. The infotainment system is too convoluted and distracting. Front seat comfort is compromised by a short cushion and limited range of adjustments. The trunk is small. The top-trim, high-performance Quadrifoglio version uses a 505-hp, 2.9-liter twin-turbo V6 and ups the ante in the sport quotient at the expense of comfort. Updates for 2020 included a more user-friendly infotainment system, and interior trim enhancements.

REDESIGN/FRESHENING: 2017

SAFETY EQUIPMENT: ABS, ESC, side and head protection airbags standard. FCW, AEB, and BSW standard from 2020.

DRIVE WHEELS: AWD; Rear

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability				*	*	*	*	*	*	*
Engine, Major				*	*	*	*	*	*	*
Engine Minor				*	*	*	*	*	*	*
Engine Cooling				*	*	*	*	*	*	*
Trans. Major				*	*	*	*	*	*	*
Trans. Minor				*	*	*	*	*	*	*
Electric Motor										
EV Battery										
EV Charging										
Drive System				*	*	*	*	*	*	*
Fuel System				*	*	*	*	*	*	*
Electrical				*	*	*	*	*	*	*
Climate Syst.				*	*	*	*	*	*	*
Suspension				*	*	*	*	*	*	*
Brakes				*	*	*	*	*	*	*
Exhaust				*	*	*	*	*	*	*
Paint/Trim				*	*	*	*	*	*	*
Noises & Leaks				*	*	*	*	*	*	*
Body Hardware				*	*	*	*	*	*	*
Power Equip.				*	*	*	*	*	*	*
In-Car Electr.				*	*	*	*	*	*	*

PRICES

2014	-
2015	-
2016	-
2017	$12,900 - $26,300
2018	$15,400 - $33,800
2019	$19,100 - $41,500
2020	$22,100 - $48,500
2021	$23,500 - $51,500
2022	$27,600 - $58,900
2023	$35,400 - $70,500

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	Good	Good	NT
2018	Good	Good	NT
2019	Good	Good	NT
2020	Good	Good	NT
2021	Good	Good	NT
2022	Good	Good	NT
2023	Good	Good	NT

⇊ ↓ ! ↑ ⇈ WORSE — BETTER ✓ GOOD BET

Alfa Romeo Stelvio

The Giulia-based Stelvio delivers fantastic handling and is fun to drive. That, however, doesn't mean it's fun to live with on a daily basis, as it falls a bit short on the refinement and luxury quotients. The standard engine is a punchy 280-hp, 2.0-liter turbo four-cylinder that gets 24 mpg overall on premium. The ride is a bit jittery, but the suspension absorbs bumps rather well. Among constant annoyances are a driving position with a limited range of seat adjustments and controls that aren't very user-friendly. Like the Giulia, the parking sensors are too sensitive, going off constantly in an urban environment. Rear and side visibility are limited, and the cargo hold is modest. Updates for 2019 brought a less expensive, rear-drive only model. Changes for 2020 included interior enhancements, and a more user-friendly infotainment system with a standard 8.8-inch touchscreen.

REDESIGN/FRESHENING: 2018

SAFETY EQUIPMENT: ABS, ESC, side and head protection airbags standard. FCW, AEB, and BSW standard from 2020.

DRIVE WHEELS: AWD; Rear

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability					*	*	*	*	*	*
Engine, Major					*	*	*	*	*	*
Engine Minor					*	*	*	*	*	*
Engine Cooling					*	*	*	*	*	*
Trans. Major					*	*	*	*	*	*
Trans. Minor					*	*	*	*	*	*
Electric Motor										
EV Battery										
EV Charging										
Drive System					*	*	*	*	*	*
Fuel System					*	*	*	*	*	*
Electrical					*	*	*	*	*	*
Climate Syst.					*	*	*	*	*	*
Suspension					*	*	*	*	*	*
Brakes					*	*	*	*	*	*
Exhaust					*	*	*	*	*	*
Paint/Trim					*	*	*	*	*	*
Noises & Leaks					*	*	*	*	*	*
Body Hardware					*	*	*	*	*	*
Power Equip.					*	*	*	*	*	*
In-Car Electr.					*	*	*	*	*	*

PRICES

2014	-
2015	-
2016	-
2017	-
2018	$15,800 - $35,700
2019	$19,600 - $43,400
2020	$22,300 - $50,300
2021	$24,200 - $53,400
2022	$28,300 - $61,200
2023	$34,700 - $76,200

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	-	-	-
2018	NT	NT	NT
2019	NT	NT	NT
2020	NT	NT	NT
2021	NT	NT	NT
2022	NT	NT	NT
2023	NT	NT	NT

Audi A3

The A3 is an upscale compact sedan with a tasteful interior and, in most versions, a gutsy 2.0-liter, turbo four-cylinder. Front-wheel drive is standard and AWD is available. We found the A3 quite nimble and quick. Its dual-clutch automatic transmission shifts well but tends to transmit some vibrations at low speeds. A redesigned A3 sedan arrived for 2015. It was a much more modern car with a substantial feel, sporty handling, a taut ride, and an up-to-date infotainment system. We got a respectable 27 mpg overall in our tests of a FWD version with the 1.8-liter engine. The 2022 redesign brought a new infotainment and connectivity system. The front seats are comfortable and the cabin is nicely finished. The rear seat is cramped, as is the norm in this class. A 201-hp, turbo four-cylinder and a sometimes-clunky seven-speed dual-clutch automatic is standard. We got an outstanding 31 mpg overall on regular fuel. The ride is firm yet steady and comfortable.

REDESIGN/FRESHENING: 2015, 2022

SAFETY EQUIPMENT: ABS, ESC, side and head protection airbags standard. FCW and AEB standard from 2022.

DRIVE WHEELS: AWD; Front

RELIABILITY HISTORY

	'14	**'15**	'16	'17	'18	'19	'20	'21	**'22**	'23
Overall Reliability	*	↓	↑	!	⇊	*	*		*	*
Engine, Major	*	⇊	↓	⇈	⇈	*	*		*	*
Engine Minor	*	⇊	⇈	⇈	⇊	*	*		*	*
Engine Cooling	*	⇊	⇈	⇈	⇈	*	*		*	*
Trans. Major	*	⇈	⇈	⇊	⇈	*	*		*	*
Trans. Minor	*	!	⇈	⇈	⇊	*	*		*	*
Electric Motor										
EV Battery										
EV Charging										
Drive System	*	↑	⇈	⇈	⇊	*	*		*	*
Fuel System	*	⇊	⇊	⇈	⇊	*	*		*	*
Electrical	*	⇊	⇈	⇈	⇈	*	*		*	*
Climate Syst.	*	↑	↓	↓	⇊	*	*		*	*
Suspension	*	⇈	⇈	!	⇊	*	*		*	*
Brakes	*	⇈	⇈	↑	⇈	*	*		*	*
Exhaust	*	!	⇈	⇈	⇊	*	*		*	*
Paint/Trim	*	⇈	⇈	⇈	⇊	*	*		*	*
Noises & Leaks	*	⇊	⇊	⇈	!	*	*		*	*
Body Hardware	*	⇈	⇈	⇈	⇈	*	*		*	*
Power Equip.	*	⇊	⇈	⇈	⇊	*	*		*	*
In-Car Electr.	*	⇈	!	↑	!	*	*		*	*

PRICES

2014	-
2015	$11,300 - $19,400
2016	$12,100 - $23,400
2017	$14,400 - $25,500
2018	$17,700 - $30,200
2019	$19,500 - $34,100
2020	$23,200 - $27,100
2021	-
2022	$27,300 - $34,900
2023	$31,000 - $34,300

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	NT	NT	NT
2015	Good	Good	↑/⇈
2016	Good	Good	↑/⇈
2017	Good	Good	↑/⇈
2018	Good	Good	↑/⇈
2019	Good	Good	↑/⇈
2020	Good	Good	↑/⇈
2021	-	-	-
2022	Good	Good	NT
2023	Good	Good	NT

Audi A4

The A4 has agile and very secure handling, a firm but supple ride, and first-rate interior quality. With the 2009 redesign the controls became overly complex and the rear seat grew a bit, though it was still tight. The 2.0-liter, turbocharged four-cylinder and slick eight-speed automatic returned a very respectable 25 mpg overall in our tests of an all-wheel-drive version. The 2017 redesign brought a seven-speed dual-clutch transmission mated to the turbo four-cylinder engine with even better fuel economy. The high-performance S4's 3.0-liter supercharged V6 was replaced by a turbo V6. The wagon version is called the Allroad. A freshening for 2020 brought a different infotainment system, moving from a rotary knob that interacts with a center screen, to a touchscreen. Changes for 2021 included wireless Apple CarPlay capability.

REDESIGN/FRESHENING:
2009, 2017

SAFETY EQUIPMENT:
ABS, ESC, side and head protection airbags standard. FCW and AEB standard from 2017.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	●	↓	↓	↓	●	●	↑	●	*	●
Engine, Major	⇊	⇈	●	⇈	↑	⇈	⇈	⇈	*	⇈
Engine Minor	⇊	↓	⇈	⇊	↑	↑	⇈	⇊	*	⇈
Engine Cooling	⇈	⇈	⇈	⇊	↑	↑	⇈	⇈	*	⇈
Trans. Major	⇈	⇈	↓	↑	↓	⇈	⇈	⇈	*	⇈
Trans. Minor	⇈	⇈	⇈	↓	⇈	●	⇈	⇈	*	⇈
Electric Motor										
EV Battery										
EV Charging										
Drive System	⇊	⇊	⇊	⇈	↑	⇈	⇈	⇈	*	⇈
Fuel System	⇊	⇊	●	⇊	⇈	⇈	⇈	⇊	*	⇈
Electrical	⇈	⇈	⇈	●	⇈	⇈	⇈	⇈	*	⇈
Climate Syst.	⇈	↑	⇊	↓	⇈	⇊	⇈	⇈	*	⇈
Suspension	↓	⇊	↓	↑	⇊	↑	⇈	⇈	*	⇈
Brakes	⇈	⇊	⇈	⇈	↓	⇊	⇈	⇈	*	↓
Exhaust	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	*	⇈
Paint/Trim	⇈	⇈	⇈	↑	↓	⇈	⇈	⇈	*	⇈
Noises & Leaks	⇈	↓	⇈	↑	⇈	⇈	⇈	⇈	*	⇈
Body Hardware	⇈	⇈	⇈	↑	↑	⇈	⇈	●	*	↓
Power Equip.	⇈	⇈	↓	↑	↑	⇈	●	●	*	⇈
In-Car Electr.	⇈	↓	⇈	↑	⇈	●	⇊	⇊	*	⇊

PRICES

2014	$9,400 - $12,300
2015	$11,100 - $13,200
2016	$13,500 - $14,300
2017	$15,400 - $19,300
2018	$18,200 - $24,200
2019	$21,000 - $28,400
2020	$25,100 - $43,600
2021	$28,700 - $48,600
2022	$30,400 - $50,500
2023	$33,800 - $54,500

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	Poor	⇈/⇈
2015	Good	Poor	⇈/⇈
2016	Good	Poor	⇈/⇈
2017	Good	Good	↑/⇈
2018	Good	Good	↑/⇈
2019	Good	Good	↑/⇈
2020	Good	Good	↑/⇈
2021	Good	Good	↑/⇈
2022	Good	Good	↑/⇈
2023	Good	Good	↑/⇈

Audi A5 ✓

These coupes and convertibles are based on the A4, and have quiet, luxurious cabins with room for four. Although the rear seat is snug, it's one of the more comfortable when it comes to convertibles. The car drives well, with agile handling and a taut, compliant suspension. The four-cylinder turbo delivers ample power but sounds raspy. It was paired with a super-smooth eight-speed automatic. The high-performance S5 came with a supercharged V6 and a seven-speed dual-clutch automatic. The convertible has a shudder-free body structure and is almost devoid of wind buffeting, and the well-insulated soft top can be operated while driving at low speeds. A new version came out in 2018. In addition to the coupe and convertible versions, the A5 is available as a four-door hatchback called the Sportback. With the redesign the S5's supercharged V6 was replaced by a 3.0-liter turbo V6 engine.

REDESIGN/FRESHENING:
2008, 2018

SAFETY EQUIPMENT:
ABS, ESC, side and head protection airbags standard. FCW and AEB standard from 2018.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	●	*	*	*	●	↑	*	●	⇈	⇈
Engine, Major	⇊	*	*	*	⇈	⇈	*	⇈	⇈	⇈
Engine Minor	⇈	*	*	*	↓	⇈	*	⇈	⇈	⇈
Engine Cooling	⇈	*	*	*	⇈	⇈	*	⇈	⇈	⇈
Trans. Major	⇈	*	*	*	⇈	⇈	*	⇈	⇈	⇈
Trans. Minor	⇈	*	*	*	⇈	⇈	*	⇈	⇈	⇈
Electric Motor										
EV Battery										
EV Charging										
Drive System	⇈	*	*	*	↑	⇊	*	⇈	⇈	⇈
Fuel System	⇊	*	*	*	↑	⇈	*	⇈	⇈	⇈
Electrical	⇈	*	*	*	⇈	⇈	*	⇈	⇈	⇈
Climate Syst.	↑	*	*	*	↑	⇈	*	⇈	⇈	⇈
Suspension	●	*	*	*	⇈	⇈	*	⇈	↓	⇈
Brakes	↓	*	*	*	⇈	⇈	*	↓	⇈	⇈
Exhaust	⇈	*	*	*	⇈	⇈	*	⇈	⇈	⇈
Paint/Trim	⇈	*	*	*	⇈	⇈	*	⇈	⇈	⇈
Noises & Leaks	↑	*	*	*	⇈	⇈	*	⇈	⇈	⇈
Body Hardware	⇈	*	*	*	●	⇈	*	●	⇈	⇈
Power Equip.	⇈	*	*	*	⇊	↑	*	⇊	⇈	⇈
In-Car Electr.	●	*	*	*	↑	↑	*	⇊	⇈	⇊

PRICES

2014	$9,600 - $18,200
2015	$10,900 - $18,100
2016	$13,600 - $18,100
2017	$18,800 - $22,700
2018	$19,700 - $29,300
2019	$24,100 - $34,400
2020	$26,200 - $37,800
2021	$29,000 - $44,000
2022	$31,600 - $48,100
2023	$35,200 - $51,800

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	NT	NT	NT
2015	NT	NT	NT
2016	NT	NT	NT
2017	NT	NT	NT
2018	Good	Good	↑/⇈
2019	Good	Good	↑/⇈
2020	Good	Good	↑/⇈
2021	Good	Good	↑/⇈
2022	Good	Good	↑/⇈
2023	Good	Good	↑/⇈

⇊ ↓ ! ↑ ⇈ ✓
WORSE ⊢—⊣ BETTER GOOD BET

Audi A6, A7

The A6 is a solid, luxurious, and agile sedan and its 2012 redesign made the car even better, with upgraded interior materials, a roomy cabin, super comfortable seats, and a slick eight-speed automatic, making it one of our favorite midsized luxury sedans. It's super-quiet and makes an excellent long-distance cruiser. Changes for 2016 included a new 252-hp, turbo four-cylinder that got 22 mpg overall in our tests and an updated infotainment system. The 2019 redesign swapped the optional supercharged V6 for a turbocharged V6. The standard turbo four-cylinder and seven-speed transmission work great when driven with gusto and returned 26 mpg overall in our tests, but suffer from a frustrating delay in stop-and-go traffic. The redesign also brought a new infotainment system. The A7 is a coupe-like version of the A6.

REDESIGN/FRESHENING:
2012, 2019

SAFETY EQUIPMENT:
ABS, ESC, side and head protection airbags standard. FCW and AEB standard from 2019.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	↓	*	↓	↓	↓	⇊	*	*	*	*
Engine, Major	⇊	*	↑	⇈	⇈	⇊	*	*	*	*
Engine Minor	⇈	*	⇈	↓	⇊	⇈	*	*	*	*
Engine Cooling	⇈	*	⇈	↓	⇊	⇈	*	*	*	*
Trans. Major	⇈	*	⇈	⇈	⇈	↓	*	*	*	*
Trans. Minor	⇈	*	⇈	⇈	!	⇈	*	*	*	*
Electric Motor										
EV Battery										
EV Charging										
Drive System	!	*	⇊	⇈	⇈	⇈	*	*	*	*
Fuel System	!	*	⇊	⇊	⇈	!	*	*	*	*
Electrical	⇈	*	⇈	⇈	⇈	⇊	*	*	*	*
Climate Syst.	⇈	*	⇈	⇈	↑	⇈	*	*	*	*
Suspension	↓	*	⇊	⇊	⇈	↓	*	*	*	*
Brakes	!	*	↑	⇊	!	⇈	*	*	*	*
Exhaust	⇈	*	!	⇈	⇈	↑	*	*	*	*
Paint/Trim	⇈	*	!	↓	⇊	⇈	*	*	*	*
Noises & Leaks	⇈	*	↑	⇊	⇈	↑	*	*	*	*
Body Hardware	↑	*	!	⇊	↓	↓	*	*	*	*
Power Equip.	⇊	*	!	⇈	!	⇊	*	*	*	*
In-Car Electr.	↑	*	!	⇊	⇊	⇊	*	*	*	*

PRICES

2014	$7,900 - $15,300
2015	$9,900 - $16,400
2016	$13,000 - $20,900
2017	$15,200 - $26,400
2018	$17,700 - $27,800
2019	$23,700 - $35,000
2020	$27,500 - $38,300
2021	$30,500 - $44,700
2022	$40,100 - $54,800
2023	$47,400 - $62,800

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	NT	⇈/⇈
2015	Good	Good	⇈/⇈
2016	Good	Good	⇈/⇈
2017	Good	Good	⇈/⇈
2018	Good	Good	⇈/⇈
2019	Good	Good	↑/⇈
2020	Good	Good	↑/⇈
2021	Good	Good	↑/⇈
2022	Good	Good	↑/⇈
2023	Good	Good	↑/⇈

Audi A8

Audi's flagship has always been comfortable, capable, and replete with the latest safety gear. Handling is crisp, making the A8 one of the sportiest luxury sedans available, and the ride's firm yet supple. The standard all-wheel drive gives it good winter traction. The strong engines deliver smooth and effortless acceleration, yet attain commendable fuel economy. Interior ambiance and quality of materials and craftsmanship is top-notch, with exceptionally comfortable and supportive front seats. The controls have a steep learning curve and the trunk is small for a car this size. The redesigned 2019 model featured a smooth, powerful turbocharged V6 engine that returned 21 mpg overall in our tests. The new infotainment system looked complex at first, but over time we found it both logical and intuitive to use. The ride is supremely comfortable, and handling is responsive. The front seats are comfortable; the rear seat has limo-like room.

REDESIGN/FRESHENING:
2011, 2019

SAFETY EQUIPMENT:
ABS, ESC, side and head protection airbags standard. FCW and AEB standard from 2019.

DRIVE WHEELS:
AWD

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	*	*	*	*	*	*	*	*	*	*
Engine, Major	*	*	*	*	*	*	*	*	*	*
Engine Minor	*	*	*	*	*	*	*	*	*	*
Engine Cooling	*	*	*	*	*	*	*	*	*	*
Trans. Major	*	*	*	*	*	*	*	*	*	*
Trans. Minor	*	*	*	*	*	*	*	*	*	*
Electric Motor										
EV Battery										
EV Charging										
Drive System	*	*	*	*	*	*	*	*	*	*
Fuel System	*	*	*	*	*	*	*	*	*	*
Electrical	*	*	*	*	*	*	*	*	*	*
Climate Syst.	*	*	*	*	*	*	*	*	*	*
Suspension	*	*	*	*	*	*	*	*	*	*
Brakes	*	*	*	*	*	*	*	*	*	*
Exhaust	*	*	*	*	*	*	*	*	*	*
Paint/Trim	*	*	*	*	*	*	*	*	*	*
Noises & Leaks	*	*	*	*	*	*	*	*	*	*
Body Hardware	*	*	*	*	*	*	*	*	*	*
Power Equip.	*	*	*	*	*	*	*	*	*	*
In-Car Electr.	*	*	*	*	*	*	*	*	*	*

PRICES

2014	$14,100 - $22,800
2015	$16,600 - $27,700
2016	$19,200 - $33,400
2017	$22,900 - $24,400
2018	$26,700 - $28,800
2019	$37,100 - $37,100
2020	$43,700 - $48,300
2021	$49,200 - $56,400
2022	$66,000 - $66,000
2023	$75,700 - $75,700

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	NT	NT	NT
2015	NT	NT	NT
2016	NT	NT	NT
2017	NT	NT	NT
2018	NT	NT	NT
2019	NT	NT	NT
2020	NT	NT	NT
2021	NT	NT	NT
2022	NT	NT	NT
2023	NT	NT	NT

Audi e-tron

This all-electric luxury midsized SUV is a treat to drive. It has standard all-wheel drive, a luxurious cabin, and a healthy list of advanced safety features. The E-Tron's 95-kWh battery gives it an EPA-estimated range of 204 miles, which trails its peers. It's quick and super quiet, which makes the E-Tron glide along smoothly and effortlessly. However, it takes 13 hours to charge the E-Tron from near empty through a 240-volt connector. The standard air suspension gives the Audi a super comfortable ride. While the E-Tron has responsive handling, it isn't as nimble as the Jaguar I-Pace. The cabin is dominated by two large touch screens, which we found to be daunting at first but ultimately manageable. The E-Tron GT is essentially an Audi version of the Porsche Taycan. A hatchback/coupe version called the Sportback was added for 2020. For 2021, the EPA range was bumped to 222 miles.

REDESIGN/FRESHENING: 2019

SAFETY EQUIPMENT: ABS, ESC, side and head protection airbags standard. FCW, AEB, BSW, and RCTW standard.

DRIVE WHEELS: AWD

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	**'19**	'20	'21	'22	'23
Overall Reliability						⇊	*	*	*	*
Engine, Major										
Engine Minor										
Engine Cooling										
Trans. Major										
Trans. Minor										
Electric Motor						⇊	*	*	*	*
EV Battery						⇊	*	*	*	*
EV Charging						⇊	*	*	*	*
Drive System						↓	*	*	*	*
Fuel System										
Electrical										
Climate Syst.						⇈	*	*	*	*
Suspension						↑	*	*	*	*
Brakes						⇊	*	*	*	*
Exhaust										
Paint/Trim						↑	*	*	*	*
Noises & Leaks						↓	*	*	*	*
Body Hardware						↑	*	*	*	*
Power Equip.						⇊	*	*	*	*
In-Car Electr.						↑	*	*	*	*

PRICES

2014	-
2015	-
2016	-
2017	-
2018	-
2019	$24,800 - $27,700
2020	$34,000 - $37,900
2021	$30,700 - $41,600
2022	$33,900 - $59,400
2023	$41,800 - $66,400

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	-	-	-
2018	-	-	-
2019	Good	Good	↑/⇈
2020	Good	Good	↑/⇈
2021	Good	Good	↑/⇈
2022	Good	Good	↑/⇈
2023	Good	Good	↑/⇈

Audi Q3

Slotted below the Q5, the Q3 manages to deliver a similarly premium driving experience but in a shorter package. The energetic 200-hp, 2.0-liter turbo four-cylinder is mated to a conventional six-speed automatic, and returned 22 mpg overall in our tests. This is a quiet SUV with a firm, comfortable ride and responsive handling. The cabin shows thoughtful attention to detail. Demerits include the tight quarters and controls that take some getting used to. 2017 brought a revised four-cylinder turbo engine. A 2019 redesign gave the Q3 more power and it gets 23 mpg overall on regular fuel. Handling is sharp and predictable, and the ride skews firm. All-wheel drive is standard. The uncluttered dashboard features well-labeled buttons and an easy-to-use touchscreen. Fit and finish is very good, the front seats are supportive, and the rear seat is roomy. For 2021, a top-view camera, helpful in parking maneuvers, became optional.

REDESIGN/FRESHENING: 2015, 2019

SAFETY EQUIPMENT: ABS, ESC, side and head protection airbags standard. FCW and AEB standard from 2019.

DRIVE WHEELS: AWD; Front

RELIABILITY HISTORY

	'14	**'15**	'16	'17	'18	**'19**	'20	'21	'22	'23
Overall Reliability		*	⇊	*	↑	*	●	●	⇊	*
Engine, Major		*	⇊	*	⇈	*	⇈	⇈	⇈	*
Engine Minor		*	⇈	*	⇈	*	⇈	⇈	⇈	*
Engine Cooling		*	⇈	*	⇈	*	⇈	⇈	⇈	*
Trans. Major		*	⇈	*	⇈	*	⇈	⇈	↓	*
Trans. Minor		*	⇈	*	⇈	*	⇈	⇈	⇈	*
Electric Motor										
EV Battery										
EV Charging										
Drive System		*	⇊	*	⇈	*	⇈	⇈	↓	*
Fuel System		*	⇈	*	⇈	*	⇈	●	⇊	*
Electrical		*	⇊	*	⇈	*	⇈	⇈	⇈	*
Climate Syst.		*	⇊	*	⇊	*	⇈	⇈	⇊	*
Suspension		*	⇊	*	⇊	*	●	⇈	↓	*
Brakes		*	⇊	*	⇈	*	⇊	⇊	⇊	*
Exhaust		*	⇊	*	⇈	*	⇈	⇈	↓	*
Paint/Trim		*	⇈	*	⇈	*	⇈	⇈	⇈	*
Noises & Leaks		*	↓	*	●	*	⇊	⇊	↓	*
Body Hardware		*	⇈	*	⇈	*	⇊	⇈	⇈	*
Power Equip.		*	●	*	↑	*	⇈	●	⇈	*
In-Car Electr.		*	●	*	↑	*	↑	⇈	↓	*

PRICES

2014	-
2015	$10,200 - $12,200
2016	$12,600 - $14,300
2017	$13,600 - $17,200
2018	$16,100 - $18,300
2019	$20,200 - $25,800
2020	$23,200 - $30,000
2021	$25,100 - $29,000
2022	$29,500 - $33,000
2023	$31,600 - $35,700

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	-	-	-
2015	Good	Good	NT
2016	Good	Good	NT
2017	Good	Good	NT
2018	Good	Good	NT
2019	Good	Good	↑/⇈
2020	Good	Good	↑/⇈
2021	Good	Good	↑/⇈
2022	Good	Good	↑/⇈
2023	Good	Good	↑/⇈

Audi Q5

The Q5's handling is agile and sporty, among the best for an SUV. It has a steady, supple ride and excellent braking. 2011 brought a four-cylinder engine and an eight-speed automatic that combined to return 21 mpg overall in our tests. The interior is commendably quiet, but rear seat room and cargo space are modest. Controls take some getting used to. Turbodiesel and hybrid versions are available. The redesigned 2018 model included a new seven-speed dual-clutch automatic and a revised 2.0-liter turbo four-cylinder. This powerful combo returned a good 24 mpg overall. Fit and finish is impressive, and the seats are comfortable and supportive. Changes for 2020 included an available plug-in hybrid with a claimed electric range of 20 miles. For 2021, the Q5 got a freshening with a modest power boost, a coupe-like Sportback version, more electric range for the plug-in hybrid,and more standard advanced safety features.

REDESIGN/FRESHENING:	SAFETY EQUIPMENT:	DRIVE WHEELS:
2009, 2018	ABS, ESC, side and head protection airbags standard. FCW and AEB standard from 2018.	AWD

RELIABILITY HISTORY

	'14	'15	'16	'17	**'18**	'19	'20	'21	'22	'23
Overall Reliability	●	🔽	🔽	🔽	🔽	🔼	🔽	🔽	🔽	●
Engine, Major	⏬	⏬	⏬	🔽	●	⏫	🔽	⏫	●	⏫
Engine Minor	⏫	🔼	⏬	🔼	🔼	⏫	●	⏫	⏫	⏫
Engine Cooling	⏫	🔼	⏫	🔼	🔼	⏫	⏫	⏫	⏫	⏫
Trans. Major	🔼	⏫	🔼	⏫	⏫	⏫	⏫	⏫	⏫	⏫
Trans. Minor	⏫	⏫	⏫	⏫	⏫	🔼	⏫	⏫	⏫	⏫
Electric Motor										
EV Battery										
EV Charging										
Drive System	⏫	🔽	⏬	●	🔽	⏫	●	🔼	⏫	⏫
Fuel System	⏬	⏬	●	⏬	🔼	⏫	⏫	⏫	⏫	⏫
Electrical	⏫	🔼	●	🔼	⏫	⏫	⏫	⏫	⏫	🔼
Climate Syst.	🔼	🔼	●	●	●	●	⏬	●	🔽	⏫
Suspension	⏫	⏬	⏬	⏬	🔽	⏫	⏫	⏬	⏫	⏫
Brakes	🔼	🔼	●	⏬	🔼	⏫	🔼	⏫	🔼	⏫
Exhaust	⏬	⏬	🔽	🔼	⏫	⏫	⏫	⏫	⏫	⏫
Paint/Trim	🔽	⏫	⏫	●	⏫	⏫	⏬	🔼	🔼	⏫
Noises & Leaks	🔼	⏬	⏬	⏬	⏬	🔼	🔼	●	🔼	⏫
Body Hardware	⏫	⏫	🔼	🔽	🔼	⏫	⏬	🔽	●	●
Power Equip.	🔼	🔼	⏫	🔽	⏬	●	⏫	🔽	⏬	●
In-Car Electr.	⏫	●	🔼	🔽	●	🔼	⏫	⏬	🔽	🔽

PRICES

2014	$9,600 - $15,800
2015	$11,700 - $17,000
2016	$12,700 - $19,000
2017	$14,600 - $24,000
2018	$17,900 - $26,000
2019	$20,900 - $33,400
2020	$23,800 - $38,600
2021	$27,600 - $48,100
2022	$33,100 - $52,300
2023	$37,100 - $62,300

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	NT	🔼/⏫
2015	Good	Good	🔼/⏫
2016	Good	Good	🔼/⏫
2017	Good	Good	🔼/⏫
2018	Good	Good	⏫/⏫
2019	Good	Good	⏫/⏫
2020	Good	Good	⏫/⏫
2021	Good	Good	⏫/⏫
2022	Good	Good	⏫/⏫
2023	Good	Good	⏫/⏫

Audi Q7, Q8

Audi's midsized luxury SUV has superb interior fit and finish and a quiet cabin, but the infotainment system can be confusing. A supercharged V6 was the primary engine. The 2017 redesign made the Q7 an impressive vehicle. The supercharged V6 and smooth eight-speed automatic combined for effortless acceleration and 20 mpg overall in our tests. The ride has an underlying firmness but is comfortable, and the luxurious interior is very quiet. The freshened 2020 model got a new, more intuitive infotainment system. With its optional turbo V6 the Q7 is quick, quiet and effortless, while a 2.0-liter turbo four-cylinder is standard. Agile handling and a beautiful interior complete the package, and the optional air suspension gives the big SUV a plush ride. The first- and second-row seats are comfortable, but the third row is tight. A sleek dual-screen infotainment system looks initially daunting but turns out to be manageable after some practice.

REDESIGN/FRESHENING:	SAFETY EQUIPMENT:	DRIVE WHEELS:
2007, 2017, 2020	ABS, ESC, side and head protection airbags standard. FCW and AEB std. from 2017. BSW and RCTW std. from 2021.	AWD

RELIABILITY HISTORY

	'14	'15	'16	**'17**	'18	'19	**'20**	'21	'22	'23
Overall Reliability	*	*	*	🔽	🔽	🔽	*	🔽	*	*
Engine, Major	*	*	*	⏬	⏬	⏫	*	⏫	*	*
Engine Minor	*	*	*	⏫	⏫	●	*	●	*	*
Engine Cooling	*	*	*	⏫	🔼	🔼	*	⏫	*	*
Trans. Major	*	*	*	⏫	⏫	🔽	*	⏫	*	*
Trans. Minor	*	*	*	🔼	⏫	⏫	*	🔼	*	*
Electric Motor										
EV Battery										
EV Charging										
Drive System	*	*	*	⏬	⏬	🔼	*	⏫	*	*
Fuel System	*	*	*	⏫	⏫	⏫	*	⏬	*	*
Electrical	*	*	*	🔼	🔼	⏫	*	⏬	*	*
Climate Syst.	*	*	*	●	⏬	🔽	*	⏫	*	*
Suspension	*	*	*	⏬	⏬	⏬	*	🔼	*	*
Brakes	*	*	*	⏬	⏬	🔽	*	🔼	*	*
Exhaust	*	*	*	⏫	⏬	●	*	⏫	*	*
Paint/Trim	*	*	*	⏫	🔼	⏫	*	⏫	*	*
Noises & Leaks	*	*	*	🔽	⏬	⏬	*	⏬	*	*
Body Hardware	*	*	*	🔼	●	⏫	*	⏬	*	*
Power Equip.	*	*	*	⏬	🔼	🔽	*	🔼	*	*
In-Car Electr.	*	*	*	●	🔼	⏫	*	⏬	*	*

PRICES

2014	$9,700 - $13,400
2015	$11,000 - $14,900
2016	-
2017	$16,400 - $19,500
2018	$17,900 - $23,800
2019	$23,400 - $31,600
2020	$30,300 - $42,000
2021	$35,700 - $48,500
2022	$43,100 - $57,100
2023	$47,400 - $63,600

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	NT	NT
2015	Good	NT	NT
2016	NT	NT	NT
2017	Good	Good	NT
2018	Good	Good	🔼/⏫
2019	Good	Good	🔼/⏫
2020	Good	Good	NT/⏫
2021	Good	Good	NT/⏫
2022	Good	Good	NT
2023	Good	Good	🔼/⏫

Audi TT

The TT coupe and convertible have always been a bit more about style than outright performance, except for the top trims. The 2008 redesign gave it crisper handling and a less punishing ride. Interior materials and details improved, and the 2.0-liter turbo four-cylinder and automated-manual gearbox make up a punchy powertrain that sounds good and adds to the car's sporty character. The 2016 redesign featured a slick interior, an all-digital instrument panel, and a 220-hp, 2.0-liter four-cylinder, while the TTS featured a 292 hp version. The six-speed automated manual transmission swaps gears quickly, but some vibration is noticeable at very low speeds. The car feels nimble and entertaining, diving into corners with enthusiasm and a dash of steering feedback. The ride is firm, but not punishing, and noise is kept at bay. For 2018, a new 400-hp, 2.5-liter 5-cylinder turbo RS performance version joined the line. 2023 was the TT's final year.

REDESIGN/FRESHENING:
2008, 2016

SAFETY EQUIPMENT:
ABS, ESC and side airbags standard.

DRIVE WHEELS:
AWD

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	*	*	*	*	*	*	*	*	*	*
Engine, Major	*	*	*	*	*	*	*	*	*	*
Engine Minor	*	*	*	*	*	*	*	*	*	*
Engine Cooling	*	*	*	*	*	*	*	*	*	*
Trans. Major	*	*	*	*	*	*	*	*	*	*
Trans. Minor	*	*	*	*	*	*	*	*	*	*
Electric Motor										
EV Battery										
EV Charging										
Drive System	*	*	*	*	*	*	*	*	*	*
Fuel System	*	*	*	*	*	*	*	*	*	*
Electrical	*	*	*	*	*	*	*	*	*	*
Climate Syst.	*	*	*	*	*	*	*	*	*	*
Suspension	*	*	*	*	*	*	*	*	*	*
Brakes	*	*	*	*	*	*	*	*	*	*
Exhaust	*	*	*	*	*	*	*	*	*	*
Paint/Trim	*	*	*	*	*	*	*	*	*	*
Noises & Leaks	*	*	*	*	*	*	*	*	*	*
Body Hardware	*	*	*	*	*	*	*	*	*	*
Power Equip.	*	*	*	*	*	*	*	*	*	*
In-Car Electr.	*	*	*	*	*	*	*	*	*	*

PRICES

2014	$16,400 - $21,600
2015	$18,600 - $25,400
2016	$21,400 - $25,800
2017	$26,000 - $29,400
2018	$30,300 - $47,800
2019	$33,700 - $53,000
2020	$36,500 - $57,900
2021	$40,300 - $63,500
2022	$43,100 - $66,900
2023	$46,900 - $53,100

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	NT	NT	NT
2015	NT	NT	NT
2016	NT	NT	NT
2017	NT	NT	NT
2018	NT	NT	NT
2019	NT	NT	NT
2020	NT	NT	NT
2021	NT	NT	NT
2022	NT	NT	NT
2023	NT	NT	NT

BMW 2 Series

The small 2 Series, available as both coupe and convertible, replaced the 1 Series for 2014. It has razor-sharp handling and a sense of immediacy unlike other recent BMWs, which seem to focus more on luxury and comfort. The 228i comes with a 240-hp 2.0-liter four-cylinder while the up-level M235i we tested has a terrific 320-hp, 3.0-liter turbo six-cylinder. Transmission choices are a six-speed manual or eight-speed automatic. The front seats are excellent, but the rear seats remain very cramped. Interior appointments are first rate but this version of the iDrive infotainment system is a pain to learn and use. A sportier, powerful M2 arrived in 2016. In 2017 the 230i became the base model, powered by 2.0-liter turbo four-cylinder while the M240i got a 382-hp, turbo inline-six. Both offer rear- or all-wheel drive and a smooth eight-speed automatic. The turbo four pulls strongly and returned a commendable 31 mpg overall in our testing.

REDESIGN/FRESHENING:
2014, 2022

SAFETY EQUIPMENT:
ABS, ESC, side and head protection airbags standard. FCW and AEB standard from 2019.

DRIVE WHEELS:
AWD; Rear

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	*	*	↑	↓	ǀ	*	*	*	*	*
Engine, Major	*	*	⇈	⇊	⇊	*	*	*	*	*
Engine Minor	*	*	⇈	ǀ	⇈	*	*	*	*	*
Engine Cooling	*	*	⇈	ǀ	⇈	*	*	*	*	*
Trans. Major	*	*	⇈	⇈	⇈	*	*	*	*	*
Trans. Minor	*	*	⇈	⇈	⇈	*	*	*	*	*
Electric Motor										
EV Battery										
EV Charging										
Drive System	*	*	⇈	⇈	⇈	*	*	*	*	*
Fuel System	*	*	⇈	⇊	⇈	*	*	*	*	*
Electrical	*	*	⇈	⇊	⇈	*	*	*	*	*
Climate Syst.	*	*	↑	↓	⇈	*	*	*	*	*
Suspension	*	*	⇈	⇊	⇈	*	*	*	*	*
Brakes	*	*	ǀ	↑	⇈	*	*	*	*	*
Exhaust	*	*	⇈	⇊	⇈	*	*	*	*	*
Paint/Trim	*	*	⇈	⇊	⇈	*	*	*	*	*
Noises & Leaks	*	*	⇈	↑	⇈	*	*	*	*	*
Body Hardware	*	*	↑	⇈	⇈	*	*	*	*	*
Power Equip.	*	*	↑	⇊	ǀ	*	*	*	*	*
In-Car Electr.	*	*	↓	⇈	⇈	*	*	*	*	*

PRICES

2014	$10,900 - $16,900
2015	$12,200 - $19,000
2016	$14,200 - $22,600
2017	$17,200 - $26,200
2018	$19,600 - $29,900
2019	$21,100 - $32,100
2020	$24,000 - $35,400
2021	$25,200 - $38,600
2022	$31,000 - $43,000
2023	$35,700 - $48,400

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	Good	NT
2015	Good	Good	NT
2016	Good	Good	NT
2017	Good	Good	NT
2018	Good	Good	NT
2019	Good	Good	NT
2020	Good	Good	NT
2021	Good	Good	NT
2022	NT	NT	NT
2023	NT	NT	NT

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BMW 2 Series Gran Coupe

Don't be misled into thinking the 2 Series Gran Coupe is simply a four-door version of the 2 Series. The Gran Coupe rides on a completely different, less performance-oriented platform that it shares with the X1 small SUV. Nonetheless, it packs a healthy level of BMW DNA and will put a grin on a driver's face when the road gets twisty. The Gran Coupe's front-wheel-drive based design shows its limitations only when the car is pushed to its limits. The standard 228-hp, 2.0-liter turbo four-cylinder delivers eager power through a responsive eight-speed automatic. Ride comfort is on the stiff side. The rear seat is cramped, and access is awkward. AEB with pedestrian detection, BSW, and RCTW are standard, but AEB highway is optional.

REDESIGN/FRESHENING:
2020

SAFETY EQUIPMENT:
ABS, ESC, side and head protection airbags standard. FCW, AEB, BSW, and RCTW standard.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	**'20**	'21	'22	'23
Overall Reliability							*	*	*	*
Engine, Major							*	*	*	*
Engine Minor							*	*	*	*
Engine Cooling							*	*	*	*
Trans. Major							*	*	*	*
Trans. Minor							*	*	*	*
Electric Motor										
EV Battery										
EV Charging										
Drive System							*	*	*	*
Fuel System							*	*	*	*
Electrical							*	*	*	*
Climate Syst.							*	*	*	*
Suspension							*	*	*	*
Brakes							*	*	*	*
Exhaust							*	*	*	*
Paint/Trim							*	*	*	*
Noises & Leaks							*	*	*	*
Body Hardware							*	*	*	*
Power Equip.							*	*	*	*
In-Car Electr.							*	*	*	*

PRICES

2014	-
2015	-
2016	-
2017	-
2018	-
2019	-
2020	$25,200 - $30,700
2021	$26,800 - $33,000
2022	$33,500 - $38,700
2023	$37,500 - $44,800

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	-	-	-
2018	-	-	-
2019	-	-	-
2020	Good	Good	NT
2021	Good	Good	NT
2022	Good	Good	NT
2023	Good	Good	NT

BMW 3 Series, 4 Series

No matter which 3 Series you choose, the compliant ride, punchy engine, and refined suspension make it a car that defines a sports sedan. For 2012, the 3 Series grew larger and softer, more comfortable and fuel efficient, but a little less fun. However, the interior grew plusher and more high tech. Hybrid and diesel versions were offered. Changes for 2016 included a new 3.0-liter six-cylinder gas engine for the top trim 340i. Other updates included an enhanced suspension and redesigned electric power steering system. For 2017, BMW introduced new four-cylinder engines and updated the iDrive infotainment system. The 2019 redesign improved handling and fuel economy. Handling is nimble, but the ride is firm. Seat comfort and fit and finish are first rate. The iDrive infotainment system is logical to use once mastered. The M340i, powered by a 3.0-liter turbo six-cylinder, and the 330e plug-in hybrid arrived in 2020. The 4 Series is the coupe and convertible version.

REDESIGN/FRESHENING:
2012, 2019

SAFETY EQUIPMENT:
ABS, ESC, side and head protection airbags standard. FCW and AEB standard from 2019.

DRIVE WHEELS:
AWD; Rear

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	**'19**	'20	'21	'22	'23
Overall Reliability	●	↓	↑	●	↑	↓	●	●	↑	●
Engine, Major	●	⇊	⇈	⇈	⇈	⇈	●	●	⇈	⇈
Engine Minor	●	⇊	●	⇈	●	●	↑	⇈	⇈	⇈
Engine Cooling	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Trans. Major	●	⇊	⇈	⇈	⇈	⇈	⇈	↑	⇈	⇈
Trans. Minor	⇈	⇈	●	⇈	⇈	↑	⇈	↑	⇈	⇈
Electric Motor										
EV Battery										
EV Charging										
Drive System	↑	⇈	●	⇊	⇈	⇈	⇈	⇈	⇈	⇈
Fuel System	⇊	⇊	⇈	●	⇈	⇈	⇈	⇈	⇈	⇈
Electrical	↑	↓	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Climate Syst.	↑	●	⇈	⇈	⇊	↓	⇈	●	●	⇈
Suspension	●	↑	●	●	●	⇈	⇈	↑	⇈	⇈
Brakes	↑	⇈	●	↑	⇊	⇊	⇊	●	↓	⇈
Exhaust	●	●	⇊	⇊	⇈	⇊	⇈	⇈	⇈	⇈
Paint/Trim	↑	⇈	↑	⇈	⇈	●	↑	⇈	⇈	⇈
Noises & Leaks	⇊	⇊	⇈	⇊	↓	●	⇈	⇈	⇈	⇈
Body Hardware	●	⇈	⇈	⇈	⇈	●	↑	↑	⇈	↓
Power Equip.	●	●	⇈	●	⇈	⇈	●	↑	⇈	●
In-Car Electr.	⇈	⇈	↑	●	●	⇊	↑	⇈	↑	⇈

PRICES

2014	$9,200 - $13,200
2015	$10,400 - $14,500
2016	$11,600 - $18,000
2017	$13,800 - $20,200
2018	$14,800 - $26,200
2019	$23,400 - $27,600
2020	$25,900 - $42,500
2021	$28,900 - $45,600
2022	$32,200 - $48,900
2023	$38,600 - $54,000

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	Marg.	↑/⇈
2015	Good	Marg.	↑/⇈
2016	Good	Marg.	↑/⇈
2017	Good	Good	↑/⇈
2018	Good	Good	↑/⇈
2019	Good	Good	NT
2020	Good	Good	NT
2021	Good	Good	⇈/⇈
2022	Good	Good	⇈/⇈
2023	Good	Good	⇈/⇈

BMW 5 Series

With its 2011 redesign the 5 Series started on a path towards enhanced refinement and away from sportiness. Fit and finish is excellent, the engines are powerful, and the eight-speed automatic shifts smoothly. The cabin is comfortable and roomy with excellent seats. The iDrive infotainment system takes some getting used to, but is logical to use. The 2017 redesign brought updated engines with better fuel economy, improvements to iDrive system, and marginally more interior room. The 530i we tested rides comfortably and handles responsively. Its turbo four-cylinder engine is paired with a smooth eight-speed automatic transmission and returns an impressive 26 mpg overall. For 2021 the 5 Series got a mild freshening that brought an updated iDrive infotainment system. The 530e plug-in hybrid added power and the 540i got a mild hybrid set up.

REDESIGN/FRESHENING:
2011, 2017, 2024

SAFETY EQUIPMENT:
ABS, ESC, side and head protection airbags standard. FCW and AEB standard from 2019.

DRIVE WHEELS:
AWD; Rear

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	❘	↓	↓	*	↓	❘	*	↑	↓	*
Engine, Major	↑	↑	❘	*	↓	❘	*	⇈	⇈	*
Engine Minor	❘	⇊	⇊	*	⇈	⇈	*	⇈	⇈	*
Engine Cooling	⇈	⇈	⇈	*	⇈	⇈	*	⇈	⇈	*
Trans. Major	⇈	⇈	⇈	*	⇈	⇈	*	⇈	↑	*
Trans. Minor	❘	⇈	↑	*	⇈	⇈	*	⇈	⇈	*
Electric Motor										
EV Battery										
EV Charging										
Drive System	⇈	⇊	⇊	*	⇊	⇈	*	⇈	⇈	*
Fuel System	⇊	❘	↑	*	⇊	⇈	*	⇈	❘	*
Electrical	⇈	↓	⇈	*	⇈	⇈	*	↑	⇈	*
Climate Syst.	↑	↓	⇊	*	❘	↑	*	↑	⇊	*
Suspension	❘	⇊	⇊	*	❘	⇈	*	⇈	⇈	*
Brakes	⇈	↑	⇈	*	⇈	⇊	*	⇊	⇈	*
Exhaust	⇊	❘	⇈	*	⇈	❘	*	⇈	⇈	*
Paint/Trim	⇈	⇈	⇈	*	↓	↑	*	⇈	↑	*
Noises & Leaks	↑	⇈	⇈	*	❘	↑	*	↑	⇈	*
Body Hardware	⇈	⇈	↑	*	⇊	⇊	*	⇈	⇊	*
Power Equip.	⇊	↓	⇈	*	⇈	⇊	*	⇈	↑	*
In-Car Electr.	⇈	⇈	❘	*	↓	❘	*	↑	↑	*

PRICES

2014	$9,900 - $13,400
2015	$11,500 - $15,100
2016	$13,700 - $17,400
2017	$17,600 - $21,700
2018	$20,600 - $29,900
2019	$23,400 - $36,400
2020	$27,300 - $41,300
2021	$31,000 - $47,000
2022	$37,500 - $57,300
2023	$47,100 - $69,500

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	Marg.	↑/⇈
2015	Good	Marg.	↑/⇈
2016	Good	Marg.	↑/⇈
2017	Good	Good	NT
2018	Good	Good	NT
2019	Good	Good	NT
2020	Good	Good	NT
2021	Good	Good	NT
2022	Good	Good	NT
2023	Good	Good	NT

BMW 7 Series

BMW's top-of-the-line sedan has first class accommodations, with comfortable seats and abundant features. But handling lacked agility, and the 2009 750Li we tested didn't shine at its limits. The ride is steady and supple but not that cushy. The turbo V8 is smooth, refined, and punchy. On the plus side, the roomy cabin is super-quiet and impeccably finished, and seat comfort is tops. A much improved 2016 redesign brought more agile handling and lots of high-tech gizmos. The big 7's ride is impressively steady. It also has a silky-smooth powertrain, and a sumptuous cabin. The base 740i is powered by a 3.0-liter, turbo six-cylinder engine. Our tested 750i came with a polished and punchy 445-hp, 4.4-liter turbocharged V8 and all-wheel drive. This combination returned a commendable 21 mpg overall (on premium fuel). Although the controls have a steep learning curve, they prove logical once mastered.

REDESIGN/FRESHENING:
2009, 2016, 2023

SAFETY EQUIPMENT:
ABS, ESC, front-side and head protection airbags std. Rear side airbags available. FCW and AEB standard from 2019.

DRIVE WHEELS:
AWD; Rear

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	*	*	*	*	*	*	*	*	*	*
Engine, Major	*	*	*	*	*	*	*	*	*	*
Engine Minor	*	*	*	*	*	*	*	*	*	*
Engine Cooling	*	*	*	*	*	*	*	*	*	*
Trans. Major	*	*	*	*	*	*	*	*	*	*
Trans. Minor	*	*	*	*	*	*	*	*	*	*
Electric Motor										
EV Battery										
EV Charging										
Drive System	*	*	*	*	*	*	*	*	*	*
Fuel System	*	*	*	*	*	*	*	*	*	*
Electrical	*	*	*	*	*	*	*	*	*	*
Climate Syst.	*	*	*	*	*	*	*	*	*	*
Suspension	*	*	*	*	*	*	*	*	*	*
Brakes	*	*	*	*	*	*	*	*	*	*
Exhaust	*	*	*	*	*	*	*	*	*	*
Paint/Trim	*	*	*	*	*	*	*	*	*	*
Noises & Leaks	*	*	*	*	*	*	*	*	*	*
Body Hardware	*	*	*	*	*	*	*	*	*	*
Power Equip.	*	*	*	*	*	*	*	*	*	*
In-Car Electr.	*	*	*	*	*	*	*	*	*	*

PRICES

2014	$11,600 - $18,700
2015	$14,200 - $22,300
2016	$18,600 - $20,500
2017	$21,300 - $34,600
2018	$24,900 - $41,500
2019	$29,900 - $54,800
2020	$36,500 - $70,300
2021	$44,500 - $81,100
2022	$54,600 - $94,100
2023	$89,700 - $110,100

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	NT	NT	NT
2015	NT	NT	NT
2016	NT	NT	NT
2017	NT	NT	NT
2018	NT	NT	NT
2019	NT	NT	NT
2020	NT	NT	NT
2021	NT	NT	NT
2022	NT	NT	NT
2023	NT	NT	NT

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BMW i3

BMW's i3 four-seat electric car is unique in that it offered an optional two-cylinder engine that operated as a generator to extend the range. Still, it works best for urban use. It has a short electric driving range and even long drives require frequent refueling stops due to the small gas tank. The electric drive produces the equivalent of 170 hp. The range extender increases the 2014 model's 72-mile range to about 150 miles total. Charge times are 4.5 hours on 240-volt circuit. Despite its tall stance the car is very agile. It feels quick and easy to maneuver, but the ride is stiff. The pronounced deceleration when lifting off the gas pedal takes some getting used to. 2017 brought a larger 33 kWh battery (up from 22 kWh) and the fuel tank in models with the range extender engine grew to 2.4 gallons. Still a long trip in the i3 is a nuisance. In 2019 a larger 42 kWh battery improved range to 153 miles. 2021 was the i3's final year.

REDESIGN/FRESHENING: 2014

SAFETY EQUIPMENT: ABS, ESC, side and head protection airbags standard.

DRIVE WHEELS: Rear

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	*	*	*	*	*	*	*	*		
Engine, Major										
Engine Minor										
Engine Cooling										
Trans. Major										
Trans. Minor										
Electric Motor	*	*	*	*	*	*	*	*		
EV Battery	*	*	*	*	*	*	*	*		
EV Charging	*	*	*	*	*	*	*	*		
Drive System	*	*	*	*	*	*	*	*		
Fuel System										
Electrical										
Climate Syst.	*	*	*	*	*	*	*	*		
Suspension	*	*	*	*	*	*	*	*		
Brakes	*	*	*	*	*	*	*	*		
Exhaust										
Paint/Trim	*	*	*	*	*	*	*	*		
Noises & Leaks	*	*	*	*	*	*	*	*		
Body Hardware	*	*	*	*	*	*	*	*		
Power Equip.	*	*	*	*	*	*	*	*		
In-Car Electr.	*	*	*	*	*	*	*	*		

PRICES

2014	$6,100 - $7,500
2015	$7,300 - $8,600
2016	$8,400 - $9,800
2017	$9,600 - $12,500
2018	$13,100 - $17,400
2019	$16,700 - $20,100
2020	$19,500 - $24,300
2021	$22,100 - $27,000
2022	-
2023	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	NT	NT	NT
2015	NT	NT	NT
2016	NT	NT	NT
2017	Good	Good	NT
2018	Good	Good	NT
2019	Good	Good	NT
2020	Good	Good	NT
2021	Good	Good	NT
2022	-	-	-
2023	-	-	-

BMW X1

The X1 is a compact five-seat SUV that's smaller than the X3. The base turbo four-cylinder and eight-speed automatic provide quick acceleration, and is available with rear- or all-wheel drive. It feels quite sporty to drive, but ride comfort is on the stiff side and the sharp and communicative steering feels heavy at low speeds. Noise isolation and interior quality are decent. The second-generation's lower ride height makes it feel almost like driving a sedan, although its ride and handling are more ordinary than sporty. Road noise is rather noticeable. The interior is typical BMW, with high-quality materials and switchgear. The front seats are rather short and flat, however, while rear-seat passengers hit their shins against the backs for the front seats. The 2020 model got a mild freshening that included an electronic gear selector.

REDESIGN/FRESHENING: 2013, 2016, 2023

SAFETY EQUIPMENT: ABS, ESC, side and head protection airbags standard. FCW and AEB standard from 2019.

DRIVE WHEELS: AWD; Front; Rear

RELIABILITY HISTORY

	'14	'15	**'16**	'17	'18	'19	'20	'21	'22	**'23**
Overall Reliability	*	*	*	*	●	*	*	*	*	*
Engine, Major	*	*	*	*	⏫	*	*	*	*	*
Engine Minor	*	*	*	*	●	*	*	*	*	*
Engine Cooling	*	*	*	*	⏫	*	*	*	*	*
Trans. Major	*	*	*	*	⏫	*	*	*	*	*
Trans. Minor	*	*	*	*	⏫	*	*	*	*	*
Electric Motor										
EV Battery										
EV Charging										
Drive System	*	*	*	*	●	*	*	*	*	*
Fuel System	*	*	*	*	⏫	*	*	*	*	*
Electrical	*	*	*	*	⏫	*	*	*	*	*
Climate Syst.	*	*	*	*	🔼	*	*	*	*	*
Suspension	*	*	*	*	⏫	*	*	*	*	*
Brakes	*	*	*	*	⏬	*	*	*	*	*
Exhaust	*	*	*	*	⏫	*	*	*	*	*
Paint/Trim	*	*	*	*	⏫	*	*	*	*	*
Noises & Leaks	*	*	*	*	●	*	*	*	*	*
Body Hardware	*	*	*	*	⏫	*	*	*	*	*
Power Equip.	*	*	*	*	⏫	*	*	*	*	*
In-Car Electr.	*	*	*	*	●	*	*	*	*	*

PRICES

2014	$6,900 - $9,400
2015	$8,400 - $11,100
2016	$12,500 - $12,500
2017	$13,700 - $15,100
2018	$16,900 - $17,700
2019	$19,600 - $21,300
2020	$22,400 - $23,600
2021	$25,300 - $26,700
2022	$27,900 - $29,000
2023	$33,400 - $33,400

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	Marg.	NT
2015	Good	Marg.	NT
2016	Good	Good	NT
2017	Good	Good	NT
2018	Good	Good	🔼/⏫
2019	Good	Good	🔼/⏫
2020	Good	Good	🔼/⏫
2021	Good	Good	🔼/⏫
2022	Good	Good	🔼/⏫
2023	Good	Good	NT

BMW X2

The BMW X2 is designed to appeal to style-conscious customers who want a sporty-looking SUV but don't mind sacrificing interior space. Based on the X1, the lower, shorter X2 feels more like driving a car than an SUV. Its power comes from a gutsy 228-hp, turbocharged four-cylinder engine that's mated to a smooth eight-speed automatic transmission. Fuel economy is decent for the class at 25 mpg overall, albeit on premium gas. Front- and all-wheel drive are available. The ride is a bit stiff, but handling is sharp and engaging, making the X2 enjoyable to drive. The cabin is well made if a bit austere, with comfortable front seats and logical controls. Outward visibility is hurt by the sleek styling. The 2019 model year brought a sporty M35i version with 302 horsepower and standard all-wheel-drive. For 2020, the X2 got a new electronic gear selector. Neither BSW nor RCTW are available. The X2 is in hiatus for 2023.

REDESIGN/FRESHENING:
2018, 2024

SAFETY EQUIPMENT:
ABS, ESC, side and head protection airbags standard. FCW and AEB standard from 2019.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability					*	*	*	*	*	
Engine, Major					*	*	*	*	*	
Engine Minor					*	*	*	*	*	
Engine Cooling					*	*	*	*	*	
Trans. Major					*	*	*	*	*	
Trans. Minor					*	*	*	*	*	
Electric Motor										
EV Battery										
EV Charging										
Drive System					*	*	*	*	*	
Fuel System					*	*	*	*	*	
Electrical					*	*	*	*	*	
Climate Syst.					*	*	*	*	*	
Suspension					*	*	*	*	*	
Brakes					*	*	*	*	*	
Exhaust					*	*	*	*	*	
Paint/Trim					*	*	*	*	*	
Noises & Leaks					*	*	*	*	*	
Body Hardware					*	*	*	*	*	
Power Equip.					*	*	*	*	*	
In-Car Electr.					*	*	*	*	*	

PRICES

2014	-
2015	-
2016	-
2017	-
2018	$18,800 - $19,800
2019	$21,700 - $27,100
2020	$24,100 - $29,900
2021	$26,300 - $33,200
2022	$28,300 - $35,400
2023	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	-	-	-
2018	Good	Good	NT
2019	Good	Good	NT
2020	Good	Good	NT
2021	Good	Good	NT
2022	Good	Good	NT
2023	-	-	-

BMW X3, X4 ✓

The second-generation X3 impressed us with its sporty handling, a firm but compliant ride, seamless eight-speed automatic, and roomier, nicely-finished interior. The four-cylinder turbo returned 23 mpg overall in our tests. The front seats are very supportive and the rear seat is quite hospitable. Controls have a learning curve but ultimately prove logical. Make sure you get an X3 that came with the optional rear-view camera, otherwise reversing can be tricky. The redesigned 2018 model is super quiet inside, with impeccable fit and finish. Handling is responsive, and the ride is firm yet absorbent. Most X3s are the 30i version, which is powered by a 248-hp, 2.0-liter turbo four-cylinder that delivers quick acceleration and returned 24 mpg overall in our tests. The up-level M40i gets a 382-hp turbo six-cylinder. A RWD sDrive30i is available. 2020 brought an updated version of iDrive, which takes time to master. Emphasizing sport over utility, the X4 is a coupelike variant of the X3.

REDESIGN/FRESHENING:
2011, 2018

SAFETY EQUIPMENT:
ABS, ESC, side and head protection airbags standard. FCW and AEB standard from 2020.

DRIVE WHEELS:
AWD; Rear

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	!	↓	↑	!	↑	!	!	↑	⇈	↑
Engine, Major	↓	⇊	⇈	⇈	⇈	↑	⇈	⇈	⇈	⇈
Engine Minor	⇊	!	⇊	!	⇈	⇈	⇈	!	↑	⇈
Engine Cooling	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Trans. Major	⇈	!	⇈	!	⇈	⇈	↑	⇈	⇈	⇈
Trans. Minor	!	⇊	⇈	⇈	⇈	⇈	↑	⇈	⇈	⇈
Electric Motor										
EV Battery										
EV Charging										
Drive System	↓	↑	⇈	↑	⇈	⇈	↑	⇈	⇈	↑
Fuel System	⇈	!	!	⇊	⇈	⇈	⇈	⇈	⇈	⇈
Electrical	⇈	⇊	⇈	!	⇈	⇈	↑	⇈	⇈	⇈
Climate Syst.	!	!	↑	⇈	↑	⇊	↑	↑	⇈	⇈
Suspension	⇊	↑	!	↓	↑	⇈	↑	⇈	⇈	⇈
Brakes	⇈	↓	↑	!	↑	↓	⇊	↓	↑	⇈
Exhaust	⇈	⇈	↓	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Paint/Trim	↑	↑	↑	↑	⇈	⇈	⇈	⇈	⇈	↑
Noises & Leaks	⇊	↓	↑	↑	⇊	⇈	!	⇈	↑	⇈
Body Hardware	↑	↑	↑	⇈	↓	⇈	↑	⇈	⇈	↑
Power Equip.	!	⇈	⇈	!	↑	↑	↑	↑	⇈	↑
In-Car Electr.	↓	!	↑	↑	↓	!	⇊	⇈	⇈	⇈

PRICES

2014	$10,100 - $12,300
2015	$10,200 - $13,200
2016	$11,800 - $15,300
2017	$15,000 - $17,800
2018	$20,400 - $27,700
2019	$22,600 - $31,300
2020	$26,800 - $50,400
2021	$30,100 - $52,700
2022	$36,700 - $65,400
2023	$43,000 - $75,700

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	NT	NT
2015	Good	NT	⇈/⇈
2016	Good	NT	⇈/⇈
2017	Good	NT	⇈/⇈
2018	Good	Good	NT
2019	Good	Good	⇈/⇈
2020	Good	Good	⇈/⇈
2021	Good	Good	⇈/⇈
2022	Good	Good	⇈/⇈
2023	Good	Good	⇈/⇈

⇊ ↓ ! ↑ ⇈ ✓
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BMW X5

BMW's sporty midsized SUV really improved with the 2014 redesign, which brought a smoother ride, quieter interior, more advanced safety equipment, and a high-tech interior. But handling took a step backwards. The 3.0-liter turbo six cylinder is silky smooth and returned a good 21 mpg overall. The third-row seat is only suitable for small children to sit in. High performance M models are available and hybrids were introduced in 2016. The redesigned 2019 X5 is one of the best vehicles we've ever tested. It has a quick six-cylinder engine that returns 23 mpg overall. The ride is comfortable and impressively composed. The impeccably finished, luxurious cabin is whisper quiet, and the seats are all-day comfortable. While handling isn't particularly sporty, it's very competent. Controls prove to be logical once mastered, and the infotainment system works seamlessly. An M50i version, with a 523-hp, turbo V8 engine, was new for 2020.

REDESIGN/FRESHENING:	SAFETY EQUIPMENT:	DRIVE WHEELS:
2014, 2019	ABS, ESC, side and head protection airbags standard. FCW and AEB standard from 2019.	AWD; Rear

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	**'19**	'20	'21	'22	'23
Overall Reliability	*	!	↓	↓	↓	↓	!	!	↑	⇈
Engine, Major	*	↓	⇈	⇊	⇊	⇊	↑	!	⇈	⇈
Engine Minor	*	⇊	⇈	⇊	!	↑	↑	⇈	⇈	⇈
Engine Cooling	*	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Trans. Major	*	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Trans. Minor	*	⇈	⇈	⇈	!	↑	⇈	⇈	⇈	⇈
Electric Motor										
EV Battery										
EV Charging										
Drive System	*	↓	⇊	↑	⇊	!	↑	⇈	⇈	⇈
Fuel System	*	⇊	↑	⇊	⇈	⇈	⇈	⇈	⇈	⇈
Electrical	*	⇈	↑	↓	⇈	⇊	↑	⇈	⇈	⇈
Climate Syst.	*	⇈	⇈	↑	↑	!	⇈	↓	⇈	⇈
Suspension	*	⇊	↓	⇊	↓	↓	↑	↑	⇈	⇈
Brakes	*	↑	⇊	↓	↓	⇈	↓	⇈	⇈	⇈
Exhaust	*	⇊	⇈	↑	⇈	↑	⇈	⇈	⇈	⇈
Paint/Trim	*	↓	↓	⇈	⇈	⇈	⇈	↓	⇈	⇈
Noises & Leaks	*	↓	↑	⇊	⇈	!	⇈	↑	↑	↑
Body Hardware	*	↑	!	⇈	!	↑	!	⇈	⇈	⇈
Power Equip.	*	⇈	⇊	⇈	⇊	↑	↑	↑	⇊	⇈
In-Car Electr.	*	⇈	⇈	!	!	⇊	!	!	↑	⇈

PRICES

2014	$12,500 - $13,800
2015	$14,200 - $26,900
2016	$14,900 - $30,100
2017	$17,900 - $34,900
2018	$22,000 - $43,300
2019	$33,700 - $41,800
2020	$35,400 - $73,200
2021	$42,800 - $79,200
2022	$50,400 - $92,200
2023	$56,100 - $105,200

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	NT	NT
2015	Good	NT	⇈/⇈
2016	Good	NT	⇈/⇈
2017	Good	NT	⇈/⇈
2018	Good	NT	⇈/⇈
2019	Good	Good	↑/⇈
2020	Good	Good	↑/⇈
2021	Good	Good	↑/⇈
2022	Good	Good	↑/⇈
2023	Good	Good	↑/⇈

BMW X6

Based on the X5 SUV, the X6 is a tall coupe with four seats and standard all-wheel drive. A turbocharged 3.0-liter six-cylinder engine powers most versions and a 4.4-liter V8 is the up-level choice. Note that early versions had only four seats but most seat five people. The interior is luxurious and well-crafted, and the seats are supportive for long trips. The infotainment system takes time to master but ultimately proves logical. The styling severely hurts rear visibility, cabin access, and cargo storage. Hybrid and high-performance M versions were added in 2010. Redesigned for 2020, the X6 brought a smooth 3.0-liter turbo six-cylinder engine and eight-speed automatic. The luxurious cabin is whisper-quiet, and the seats are comfortable. Handling is very competent. The controls take time to learn. The styling severely hampers rear visibility and cargo room.

REDESIGN/FRESHENING:	SAFETY EQUIPMENT:	DRIVE WHEELS:
2008, 2015, 2020	ABS, ESC, side and head protection airbags standard. FCW and AEB standard from 2019.	AWD; Rear

RELIABILITY HISTORY

	'14	**'15**	'16	'17	'18	'19	**'20**	'21	'22	'23
Overall Reliability	*	*	*	*	*	*	*	*	*	*
Engine, Major	*	*	*	*	*	*	*	*	*	*
Engine Minor	*	*	*	*	*	*	*	*	*	*
Engine Cooling	*	*	*	*	*	*	*	*	*	*
Trans. Major	*	*	*	*	*	*	*	*	*	*
Trans. Minor	*	*	*	*	*	*	*	*	*	*
Electric Motor										
EV Battery										
EV Charging										
Drive System	*	*	*	*	*	*	*	*	*	*
Fuel System	*	*	*	*	*	*	*	*	*	*
Electrical	*	*	*	*	*	*	*	*	*	*
Climate Syst.	*	*	*	*	*	*	*	*	*	*
Suspension	*	*	*	*	*	*	*	*	*	*
Brakes	*	*	*	*	*	*	*	*	*	*
Exhaust	*	*	*	*	*	*	*	*	*	*
Paint/Trim	*	*	*	*	*	*	*	*	*	*
Noises & Leaks	*	*	*	*	*	*	*	*	*	*
Body Hardware	*	*	*	*	*	*	*	*	*	*
Power Equip.	*	*	*	*	*	*	*	*	*	*
In-Car Electr.	*	*	*	*	*	*	*	*	*	*

PRICES

2014	$14,300 - $17,700
2015	$18,700 - $23,700
2016	$20,100 - $29,300
2017	$24,200 - $36,100
2018	$26,800 - $41,400
2019	$32,600 - $51,200
2020	$48,700 - $84,800
2021	$52,300 - $83,200
2022	$63,500 - $100,000
2023	$66,800 - $116,500

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	NT	NT	NT
2015	NT	NT	NT
2016	NT	NT	NT
2017	NT	NT	NT
2018	NT	NT	NT
2019	NT	NT	NT
2020	NT	NT	NT
2021	NT	NT	NT
2022	NT	NT	NT
2023	NT	NT	NT

BMW X7

BMW's super-luxurious three-row SUV has a standard turbo six-cylinder engine and smooth eight-speed automatic transmission. This is a gem of a powertrain that provides punchy acceleration and respectable fuel economy of 22 mpg overall, which is impressive for such a big three-row SUV. The X7's comfortable ride is helped by the standard air suspension which keeps the body composed; the handling is remarkably responsive for such a large vehicle. It instills more driver confidence than that found in many smaller SUVs. The cabin is incredibly quiet and has a richly furnished interior. Buyers can choose between two second-row captain's chairs or a three-person bench seat. BMW's iDrive infotainment system is easier to use than in previous versions, but it still takes some getting used to. The M50i version has with a 523-hp, turbo V8 engine arrived in 2020. A 2023 freshening added 40-hp to the base engine and an updated infotainment system.

REDESIGN/FRESHENING:
2019

SAFETY EQUIPMENT:
ABS, ESC, side and head protection airbags standard. FCW and AEB standard from 2019.

DRIVE WHEELS:
AWD

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability						*	*	*	*	*
Engine, Major						*	*	*	*	*
Engine Minor						*	*	*	*	*
Engine Cooling						*	*	*	*	*
Trans. Major						*	*	*	*	*
Trans. Minor						*	*	*	*	*
Electric Motor										
EV Battery										
EV Charging										
Drive System						*	*	*	*	*
Fuel System						*	*	*	*	*
Electrical						*	*	*	*	*
Climate Syst.						*	*	*	*	*
Suspension						*	*	*	*	*
Brakes						*	*	*	*	*
Exhaust						*	*	*	*	*
Paint/Trim						*	*	*	*	*
Noises & Leaks						*	*	*	*	*
Body Hardware						*	*	*	*	*
Power Equip.						*	*	*	*	*
In-Car Electr.						*	*	*	*	*

PRICES

2014	-
2015	-
2016	-
2017	-
2018	-
2019	$44,600 - $52,000
2020	$49,700 - $64,100
2021	$56,300 - $73,700
2022	$69,200 - $89,300
2023	$80,300 - $103,500

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	-	-	-
2018	-	-	-
2019	NT	NT	NT
2020	NT	NT	NT
2021	NT	NT	NT
2022	NT	NT	NT
2023	NT	NT	NT

BMW Z4

Early Z4s had a choppy ride and weren't as agile as one would expect from a two-seat roadster. The one-touch power top is very convenient. Both the available 3.0-liter six-cylinders are strong, and the M coupe and roadster use an even more powerful 3.2-liter that makes 330 hp. Later models had a punchy 2.0-liter turbocharged four-cylinder, which returned 28 mpg overall in our tests. Inside is a well-finished, but very snug, cabin. The iDrive controls can be fussy to use, particularly in manual-transmission cars. The folding hard top keeps the cabin quiet. A new, sportier Z4 that is mechanically related to the Toyota Supra returned in 2019 with advanced safety features and improved fuel economy. The base 2.0-liter turbo delivers punchy acceleration and an invigorating exhaust sound, and the eight-speed automatic shifts with authority. No manual is available. Handling was super nimble, but the ride is stiff and choppy. The controls take some time to master. A 3.0-liter six-cylinder turbo was new for 2020.

REDESIGN/FRESHENING:
2009, 2019

SAFETY EQUIPMENT:
ABS, ESC, and side airbags standard. FCW and AEB standard from 2019.

DRIVE WHEELS:
Rear

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	*	*	*	*		*	*	*	*	*
Engine, Major	*	*	*	*		*	*	*	*	*
Engine Minor	*	*	*	*		*	*	*	*	*
Engine Cooling	*	*	*	*		*	*	*	*	*
Trans. Major	*	*	*	*		*	*	*	*	*
Trans. Minor	*	*	*	*		*	*	*	*	*
Electric Motor										
EV Battery										
EV Charging										
Drive System	*	*	*	*		*	*	*	*	*
Fuel System	*	*	*	*		*	*	*	*	*
Electrical	*	*	*	*		*	*	*	*	*
Climate Syst.	*	*	*	*		*	*	*	*	*
Suspension	*	*	*	*		*	*	*	*	*
Brakes	*	*	*	*		*	*	*	*	*
Exhaust	*	*	*	*		*	*	*	*	*
Paint/Trim	*	*	*	*		*	*	*	*	*
Noises & Leaks	*	*	*	*		*	*	*	*	*
Body Hardware	*	*	*	*		*	*	*	*	*
Power Equip.	*	*	*	*		*	*	*	*	*
In-Car Electr.	*	*	*	*		*	*	*	*	*

PRICES

2014	$17,000 - $21,000
2015	$19,400 - $24,700
2016	$23,800 - $29,700
2017	-
2018	-
2019	$33,200 - $33,200
2020	$36,500 - $45,400
2021	$38,400 - $49,400
2022	$45,200 - $56,800
2023	$51,400 - $61,600

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	NT	NT	NT
2015	NT	NT	NT
2016	NT	NT	NT
2017	NT	NT	NT
2018	-	-	-
2019	NT	NT	NT
2020	NT	NT	NT
2021	NT	NT	NT
2022	NT	NT	NT
2023	NT	NT	NT

⏬ 🔽 ● 🔼 ⏫ WORSE — BETTER ✓ GOOD BET

Buick Cascada

The Cascada is a four-seat soft-top convertible. It's a well-thought-out convertible with a fully-insulated top and responsive handling. The ride is steady but a bit stiff due to the standard 20-inch tires. The leather seats are supportive but it's a long reach to access the touch-screen infotainment system, and the center dash is a mess of buttons. The power-operated fabric roof takes 17 seconds to open, and can be opened or closed at speeds up to 31 mph. Rear-seat access is made easier by front seats that power-slide forward. A partition in the trunk can be flipped to increase cargo room when the top is raised. 2019 was the final year for the Cascada.

REDESIGN/FRESHENING:
2016

SAFETY EQUIPMENT:
ABS, ESC, and side airbags standard.

DRIVE WHEELS:
Front

RELIABILITY HISTORY

	'14	'15	**'16**	'17	'18	'19	'20	'21	'22	'23
Overall Reliability			*	*	*	*				
Engine, Major			*	*	*	*				
Engine Minor			*	*	*	*				
Engine Cooling			*	*	*	*				
Trans. Major			*	*	*	*				
Trans. Minor			*	*	*	*				
Electric Motor										
EV Battery										
EV Charging										
Drive System			*	*	*	*				
Fuel System			*	*	*	*				
Electrical			*	*	*	*				
Climate Syst.			*	*	*	*				
Suspension			*	*	*	*				
Brakes			*	*	*	*				
Exhaust			*	*	*	*				
Paint/Trim			*	*	*	*				
Noises & Leaks			*	*	*	*				
Body Hardware			*	*	*	*				
Power Equip.			*	*	*	*				
In-Car Electr.			*	*	*	*				

PRICES

2014	-
2015	-
2016	$14,500 - $15,200
2017	$16,200 - $17,900
2018	$16,700 - $18,600
2019	$17,200 - $19,600
2020	-
2021	-
2022	-
2023	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	-	-	-
2015	-	-	-
2016	NT	NT	⏫/⏫
2017	NT	NT	🔼/⏫
2018	NT	NT	🔼/⏫
2019	NT	NT	🔼/⏫
2020	-	-	-
2021	-	-	-
2022	-	-	-
2023	-	-	-

Buick Enclave

This large, three-row SUV is powered by a 3.6-liter V6 mated to a six-speed automatic. We found the ride comfortable and quiet, and the powertrain smooth but thirsty at 15 mpg overall. Handling is secure and pretty agile for such a big vehicle. The third-row seat is roomy enough for adults. Fit and finish is excellent. The 2018 redesign improved fuel economy to 18 mpg overall while bringing more space and a variety of safety and connectivity features. Power comes from a lively V6 teamed with a smooth, responsive nine-speed automatic. We got 18 mpg overall in our tests. Towing capacity is 5,000 pounds. The roomy cabin is very quiet and the ride is comfortable, befitting a Buick flagship. The third-row seat is relatively spacious for the class. The infotainment system is easy to use, and connectivity features abound, but the push-and-pull switches for the gear selector, which were added as part of a 2022 freshening, can be tricky to use without looking, particularly in parking maneuvers.

REDESIGN/FRESHENING:
2008, 2018

SAFETY EQUIPMENT:
ABS, ESC, side and head protection airbags standard. FCW and AEB standard from 2022.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'14	'15	'16	'17	**'18**	'19	'20	'21	'22	'23
Overall Reliability	🔽	🔽	🔽	●	🔽	🔼	●	●	🔽	🔼
Engine, Major	🔼	⏫	🔼	⏫	⏫	🔼	🔽	⏫	⏫	⏫
Engine Minor	⏫	⏫	🔼	⏫	⏫	🔼	⏫	⏫	●	⏫
Engine Cooling	⏫	🔼	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫
Trans. Major	⏬	🔽	⏬	⏬	🔽	⏫	⏫	⏫	⏫	⏫
Trans. Minor	🔼	⏫	🔽	⏫	⏬	🔼	⏫	🔼	⏫	⏫
Electric Motor										
EV Battery										
EV Charging										
Drive System	⏬	⏬	⏬	⏫	⏫	⏫	⏫	⏫	🔽	⏫
Fuel System	🔼	🔼	⏬	🔼	🔼	⏫	●	⏫	⏫	⏫
Electrical	⏬	●	🔼	⏫	⏫	⏫	🔼	⏫	⏫	⏫
Climate Syst.	⏬	⏬	⏬	🔽	⏬	●	●	🔼	🔽	⏫
Suspension	●	⏬	⏬	⏬	⏬	⏫	🔽	🔼	⏫	⏫
Brakes	●	⏬	⏬	⏬	⏬	🔼	⏫	⏬	⏫	🔼
Exhaust	⏬	⏫	⏫	🔼	🔼	⏬	⏫	⏬	⏫	⏫
Paint/Trim	●	🔼	⏫	⏫	🔼	🔼	⏫	⏫	⏫	⏫
Noises & Leaks	⏫	⏫	●	🔽	⏫	🔼	🔼	⏬	⏬	🔼
Body Hardware	🔽	●	⏬	🔼	🔼	🔼	🔽	⏫	🔽	⏫
Power Equip.	🔼	🔼	●	●	●	⏫	🔼	🔼	●	●
In-Car Electr.	⏫	⏫	●	⏫	🔼	●	⏫	🔼	●	🔼

PRICES

2014	$9,600 - $12,800
2015	$11,000 - $14,500
2016	$12,800 - $16,400
2017	$15,300 - $18,700
2018	$17,400 - $24,500
2019	$20,800 - $28,900
2020	$23,800 - $33,300
2021	$26,000 - $37,100
2022	$31,700 - $43,400
2023	$38,300 - $50,000

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	NT	⏫/⏫
2015	Good	NT	⏫/⏫
2016	Good	NT	⏫/⏫
2017	Good	NT	⏫/⏫
2018	Good	Good	🔼/⏫
2019	Good	Good	🔼/⏫
2020	Good	Good	🔼/⏫
2021	Good	Good	🔼/⏫
2022	Good	Good	⏫/⏫
2023	Good	Good	⏫/⏫

Buick Encore

The subcompact Encore SUV is sized like a Toyota C-HR or Honda HR-V. The Encore boasts a quiet cabin, great maneuverability, and a better ride than many larger and higher-scoring SUVs. The little 1.4-liter turbo four-cylinder and six-speed automatic deliver anemic acceleration, however, and fuel economy is disappointing for a vehicle of this size. Handling is sound though unexceptional. The cabin is reasonably well appointed but feels narrow and cramped and the swoopy styling hampers visibility, particularly to the rear. A revised interior came for 2017, as well as a larger screen for the infotainment system which also got Android Auto and Apple CarPlay compatibility. 2022 was the final year for the Encore.

REDESIGN/FRESHENING:
2013

SAFETY EQUIPMENT:
ABS, ESC, side and head protection airbags standard.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	↓	⇊	↓	⇊	❘	❘	↑	*	*	
Engine, Major	⇊	⇊	⇈	⇊	⇈	⇈	⇈	*	*	
Engine Minor	❘	⇊	⇊	⇊	↓	↓	⇈	*	*	
Engine Cooling	⇈	⇊	❘	⇈	⇈	⇈	⇈	*	*	
Trans. Major	⇈	⇈	⇊	⇈	⇈	⇈	⇈	*	*	
Trans. Minor	⇈	↓	❘	❘	⇈	⇈	⇈	*	*	
Electric Motor										
EV Battery										
EV Charging										
Drive System	❘	⇊	⇈	⇈	⇈	↓	⇈	*	*	
Fuel System	⇊	⇊	⇊	⇊	⇊	⇈	⇈	*	*	
Electrical	❘	⇊	⇈	⇊	↓	↓	⇈	*	*	
Climate Syst.	↑	⇊	❘	⇊	↑	⇈	⇈	*	*	
Suspension	⇈	⇊	⇊	⇈	↑	⇈	⇈	*	*	
Brakes	⇈	⇊	⇊	↑	⇈	⇈	⇈	*	*	
Exhaust	⇊	⇊	❘	❘	⇈	⇈	⇊	*	*	
Paint/Trim	↑	⇈	⇊	⇊	⇈	❘	⇈	*	*	
Noises & Leaks	⇊	⇊	⇊	❘	⇈	⇈	❘	*	*	
Body Hardware	↑	⇈	⇈	⇊	⇈	❘	⇈	*	*	
Power Equip.	↑	⇈	⇈	⇊	⇊	⇈	↓	*	*	
In-Car Electr.	⇊	❘	⇈	↓	⇈	⇈	⇈	*	*	

PRICES

2014	$7,400 - $9,300
2015	$8,500 - $10,500
2016	$9,500 - $11,700
2017	$10,600 - $13,200
2018	$12,700 - $15,600
2019	$14,700 - $17,000
2020	$16,400 - $18,900
2021	$17,800 - $19,100
2022	$20,600 - $21,200
2023	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	Poor	⇈/⇈
2015	Good	Good	⇈/⇈
2016	Good	Good	⇈/⇈
2017	Good	Good	⇈/⇈
2018	Good	Good	⇈/⇈
2019	Good	Good	⇈/⇈
2020	Good	Good	⇈/⇈
2021	Good	Good	⇈/⇈
2022	Good	Good	⇈/⇈
2023	-	-	-

Buick Encore GX

The Encore GX is a subcompact SUV that was a companion to the Encore. The tiny GX has an airy interior, and doses of luxury are applied unevenly throughout. Controls are easy to use. The front seats are short on support, and the center console intrudes into the driver's knee space. We also found that the rear seats are cramped. Two small, turbocharged three-cylinder engines are available, as are both front- and all-wheel drive. AWD versions get the more powerful engine, a 1.3-liter turbo coupled to a nine-speed automatic transmission. The GX pulls strongly, but the engine sounds gravelly and produces considerable vibration especially at low speeds. We measured 26 mpg overall from our GX, which isn't particularly great from such a small engine. Front-wheel drive versions come standard with a less powerful 1.2-liter turbo paired with a CVT. Handling is quite responsive and secure, but the ride skews firm.

REDESIGN/FRESHENING:
2020

SAFETY EQUIPMENT:
ABS, ESC, side and head protection airbags standard. FCW and AEB standard.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability							⇊	↓	↓	↓
Engine, Major							❘	⇈	⇈	⇈
Engine Minor							❘	⇈	⇈	⇈
Engine Cooling							⇈	⇈	⇈	⇈
Trans. Major							⇈	⇈	⇈	⇈
Trans. Minor							⇊	↑	⇈	⇈
Electric Motor										
EV Battery										
EV Charging										
Drive System							⇊	⇈	⇈	⇈
Fuel System							⇊	⇊	⇈	⇈
Electrical							❘	⇈	⇈	⇈
Climate Syst.							⇊	⇊	⇊	⇊
Suspension							⇈	⇈	⇊	⇈
Brakes							⇊	⇈	⇈	⇈
Exhaust							❘	⇈	⇈	⇈
Paint/Trim							⇈	↓	⇊	⇈
Noises & Leaks							↓	⇊	⇊	⇈
Body Hardware							⇈	↓	⇊	⇊
Power Equip.							⇊	⇊	⇈	⇈
In-Car Electr.							⇊	⇈	↓	⇈

PRICES

2014	-
2015	-
2016	-
2017	-
2018	-
2019	-
2020	$17,000 - $20,500
2021	$18,300 - $23,100
2022	$20,200 - $25,300
2023	$22,700 - $28,700

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	-	-	-
2018	-	-	-
2019	-	-	-
2020	Good	Good	↑/⇈
2021	Good	Good	↑/⇈
2022	Good	Good	⇈/⇈
2023	Good	Good	⇈/⇈

⇊ ↓ ○ ↑ ⇈
WORSE — BETTER
✓ GOOD BET

Buick Envision ✓

Buick's luxury compact SUV arrived with a choice of a smooth and quiet 2.0-liter turbo four-cylinder or a 2.5-liter four-cylinder mated to a six-speed automatic. The turbo got a nine-speed automatic in 2019. The powertrain has some zip, but it got just 21 mpg overall and the driving experience is dull, with clumsy handling. Oddly, the ride is a mixed bag of cushiness and harshness. The front seats are short on support because of the flat contours and flaccid cushions. Low dashboard air vents tend to freeze your elbows while leaving the upper cabin stuffy. While the rear is roomy, headroom is marginal in versions that have a sunroof. Wind noise is also quite noticeable. The second-generation Envision was all new for 2021. It uses a responsive powertrain combination of a 2.0-liter turbocharged four-cylinder paired to a nine-speed automatic, but fuel economy isn't stellar at 23 mpg overall. The ride is smooth, but handling isn't particularly nimble.

REDESIGN/FRESHENING:
2016, 2021

SAFETY EQUIPMENT:
ABS, ESC, side and head protection airbags standard. FCW, AEB, BSW, and RCTW standard from 2021.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability			*	↑	*	↑	↑	↓	↑	↓
Engine, Major			*	↑	*	⇈	⇈	↓	⇈	⇈
Engine Minor			*	⇈	*	⇈	⇈	↑	⇈	⇈
Engine Cooling			*	⇈	*	⇈	⇈	⇈	⇈	⇈
Trans. Major			*	⇈	*	⇈	⇈	⇈	⇈	⇈
Trans. Minor			*	⇈	*	⇈	⇈	⇈	⇈	⇈
Electric Motor										
EV Battery										
EV Charging										
Drive System			*	⇈	*	⇊	⇈	⇈	○	⇈
Fuel System			*	⇈	*	⇈	⇈	↓	⇈	⇈
Electrical			*	⇈	*	⇈	⇈	↑	⇈	⇈
Climate Syst.			*	↓	*	↑	↓	↓	⇈	⇈
Suspension			*	⇈	*	↑	⇈	↑	⇈	⇈
Brakes			*	⇊	*	⇈	↑	⇊	⇈	⇈
Exhaust			*	⇈	*	⇈	⇈	⇈	⇈	⇈
Paint/Trim			*	⇈	*	⇈	↑	↑	⇈	○
Noises & Leaks			*	○	*	↑	↓	↓	↑	⇈
Body Hardware			*	⇈	*	⇈	⇈	↓	⇈	⇊
Power Equip.			*	↓	*	⇈	○	⇈	⇈	○
In-Car Electr.			*	⇈	*	○	↑	↑	○	↑

PRICES

2014	-
2015	-
2016	$14,000 - $15,800
2017	$13,700 - $17,600
2018	$16,600 - $20,000
2019	$17,800 - $23,900
2020	$19,500 - $26,000
2021	$24,200 - $31,300
2022	$25,900 - $33,800
2023	$27,300 - $37,000

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	-	-	-
2015	-	-	-
2016	Good	Good	↑/⇈
2017	Good	Good	↑/⇈
2018	Good	Good	↑/⇈
2019	Good	Good	↑/⇈
2020	Good	Good	↑/⇈
2021	NT	NT	⇈/⇈
2022	NT	NT	⇈/⇈
2023	NT	NT	⇈/⇈

Buick LaCrosse

The LaCrosse handles soundly, has a very comfortable ride, and beautiful interior fit and finish. The seats are supportive, and the rear seat is roomy. However, driver visibility is hurt by the thick front and rear roof pillars. The 2017 added an eight-speed automatic that let the smooth 3.6-liter V6 supply plenty of power along with a decent 24 mpg overall. The LaCrosse was one of the few large sedans available with all-wheel drive. We would skip the optional 20-inch tires, which transmit too much harshness to the passengers. Cabin access and visibility are compromised by the car's low stance. Most controls are easy to use except the unintuitive gear selector. Updates for 2018 included a new 194-hp, 2.5-liter four-cylinder) paired with a six-speed automatic as the standard powertrain. Also, the V6 got a new nine-speed automatic, replacing the eight-speed unit. 2019 was the sedan's final model year.

REDESIGN/FRESHENING:
2010, 2017

SAFETY EQUIPMENT:
ABS, ESC, side airbags and head protection airbags standard.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	○	○	○	↓	*	*				
Engine, Major	⇈	↓	⇈	⇈	*	*				
Engine Minor	⇈	⇈	⇈	↑	*	*				
Engine Cooling	⇈	⇈	⇈	↑	*	*				
Trans. Major	⇈	⇊	↓	↓	*	*				
Trans. Minor	⇈	⇈	⇈	↓	*	*				
Electric Motor										
EV Battery										
EV Charging										
Drive System	○	⇈	⇈	↓	*	*				
Fuel System	↓	○	⇊	↑	*	*				
Electrical	⇈	○	⇈	⇈	*	*				
Climate Syst.	↑	↑	↑	⇊	*	*				
Suspension	⇊	↑	↓	↓	*	*				
Brakes	⇈	○	↑	⇈	*	*				
Exhaust	↓	↓	⇈	⇈	*	*				
Paint/Trim	↑	⇈	⇈	↑	*	*				
Noises & Leaks	↑	⇈	⇈	○	*	*				
Body Hardware	↑	⇈	○	⇊	*	*				
Power Equip.	↑	⇈	○	⇈	*	*				
In-Car Electr.	⇊	↓	○	⇈	*	*				

PRICES

2014	$8,800 - $13,700
2015	$8,800 - $15,900
2016	$10,000 - $17,300
2017	$12,300 - $18,200
2018	$13,800 - $23,900
2019	$17,000 - $27,300
2020	-
2021	-
2022	-
2023	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	NT	⇈/⇈
2015	Good	NT	⇈/⇈
2016	Good	NT	⇈/⇈
2017	Good	Good	⇈/⇈
2018	Good	Good	⇈/⇈
2019	Good	Good	⇈/⇈
2020	-	-	-
2021	-	-	-
2022	-	-	-
2023	-	-	-

Buick Regal

The Regal is a well-honed sports sedan with a taut, steady ride and well-done interior. The up-level turbo four-cylinder is a better choice, and became standard for 2014. It got 24 mpg overall in our tests. All-wheel drive is available. High-quality materials are used throughout the interior and the front seats are firm and comfortable, although the rear seats are snug. The large trunk is a bonus. The 2014 freshening brought a new 2.0-liter turbo four-cylinder that boosted both performance and fuel economy. Other changes included improved controls, an upgraded infotainment system, more available safety features, and optional all-wheel drive. In 2018 the coupelike Regal Sportback, which artfully masks its hatchback configuration, and the raised-wagon TourX arrived. Most Regals used an energetic 2.0-liter, turbo four-cylinder engine; the sporty GS got a 3.6-liter V6. 2020 was the final year for the Regal.

REDESIGN/FRESHENING:
2011, 2018

SAFETY EQUIPMENT:
ABS, ESC, side and head protection airbags standard.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	*	🟡	*	🔽	🔼	*	*			
Engine, Major	*	⏫	*	⏬	⏫	*	*			
Engine Minor	*	⏫	*	🟡	🔽	*	*			
Engine Cooling	*	⏫	*	⏫	⏫	*	*			
Trans. Major	*	⏬	*	⏬	⏫	*	*			
Trans. Minor	*	⏫	*	⏫	⏫	*	*			
Electric Motor										
EV Battery										
EV Charging										
Drive System	*	🔽	*	⏫	⏫	*	*			
Fuel System	*	⏬	*	⏬	⏫	*	*			
Electrical	*	⏫	*	⏬	🔽	*	*			
Climate Syst.	*	🔼	*	🔽	🟡	*	*			
Suspension	*	⏫	*	⏫	🟡	*	*			
Brakes	*	⏫	*	⏫	⏫	*	*			
Exhaust	*	⏫	*	🔽	⏫	*	*			
Paint/Trim	*	⏫	*	⏫	⏫	*	*			
Noises & Leaks	*	⏫	*	🟡	🟡	*	*			
Body Hardware	*	🔽	*	🟡	⏫	*	*			
Power Equip.	*	⏬	*	🔽	⏫	*	*			
In-Car Electr.	*	⏫	*	🟡	🔼	*	*			

PRICES

2014	$8,500 - $13,400
2015	$9,500 - $15,200
2016	$10,000 - $17,100
2017	$12,300 - $19,100
2018	$15,300 - $23,100
2019	$17,000 - $25,300
2020	$19,300 - $28,900
2021	-
2022	-
2023	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	NT	🔼/⏫
2015	Good	NT	🔼/⏫
2016	Good	NT	🔼/⏫
2017	Good	NT	🔼/⏫
2018	Good	Good	NT
2019	Good	Good	NT
2020	Good	Good	NT
2021	-	-	-
2022	-	-	-
2023	-	-	-

Buick Verano

The Verano is based on the Chevrolet Cruze but has more luxurious trimmings and better sound insulation. Power comes from a 2.4-liter four-cylinder, but its 24 mpg overall fuel economy is unimpressive for the class. A turbocharged 2.0-liter four-cylinder is also available. The car is very quiet, but some engine noise is evident. It rides relatively comfortably and handling is responsive rather than sporty. The interior is nicely finished, but cramped in the rear. Features such as a heated steering wheel are luxurious, but the lack of power recline and adjustable lumbar support on the driver's seat are cheap in this class. 2017 was the last year for the Verano.

REDESIGN/FRESHENING:
2012

SAFETY EQUIPMENT:
ABS, ESC, side and head protection airbags standard.

DRIVE WHEELS:
Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	🔼	*	*	*						
Engine, Major	⏫	*	*	*						
Engine Minor	⏫	*	*	*						
Engine Cooling	⏫	*	*	*						
Trans. Major	⏬	*	*	*						
Trans. Minor	🟡	*	*	*						
Electric Motor										
EV Battery										
EV Charging										
Drive System	⏫	*	*	*						
Fuel System	⏫	*	*	*						
Electrical	⏫	*	*	*						
Climate Syst.	⏫	*	*	*						
Suspension	🟡	*	*	*						
Brakes	⏫	*	*	*						
Exhaust	⏬	*	*	*						
Paint/Trim	🔼	*	*	*						
Noises & Leaks	⏫	*	*	*						
Body Hardware	🔼	*	*	*						
Power Equip.	🔼	*	*	*						
In-Car Electr.	🔼	*	*	*						

PRICES

2014	$8,100 - $8,900
2015	$6,900 - $10,100
2016	$8,300 - $11,500
2017	$9,600 - $12,000
2018	-
2019	-
2020	-
2021	-
2022	-
2023	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	NT	⏫/⏫
2015	Good	NT	⏫/⏫
2016	Good	NT	⏫/⏫
2017	Good	NT	⏫/⏫
2018	-	-	-
2019	-	-	-
2020	-	-	-
2021	-	-	-
2022	-	-	-
2023	-	-	-

Cadillac ATS, CT4

The ATS has nimble, capable handling that makes it a treat to drive. Three engines were offered: a 2.5-liter four-cylinder, a 3.6-liter V6, and a 2.0-liter turbo four-cylinder. The turbo is quick, but doesn't feel powerful in everyday driving and got just 23 mpg overall. The six-speed automatic was a step behind most competitors, but later models got an eight-speed automatic. The high-performance ATS-V got a 464-hp, twin-turbo V6. The ride is taut, and braking is excellent. However, the touch-based CUE infotainment system is extremely frustrating to use. The interior is well finished but snug, with a small rear seat and trunk. Cadillac replaced the ATS with the new CT4 in 2020. Its handling, braking, and steering befit a well-honed sports sedan, only the standard 2.0-liter turbo is uninspiring. The infotainment system is much improved. The twin-turbo V6 powered Blackwing is as satisfying on the street as it is capable around the track.

REDESIGN/FRESHENING:	SAFETY EQUIPMENT:	DRIVE WHEELS:
2013, 2020	ABS, ESC, side and head protection airbags standard. FCW and AEB standard from 2021.	AWD; Rear

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	*	*	*	*	*	*	*	*	*	*
Engine, Major	*	*	*	*	*	*	*	*	*	*
Engine Minor	*	*	*	*	*	*	*	*	*	*
Engine Cooling	*	*	*	*	*	*	*	*	*	*
Trans. Major	*	*	*	*	*	*	*	*	*	*
Trans. Minor	*	*	*	*	*	*	*	*	*	*
Electric Motor										
EV Battery										
EV Charging										
Drive System	*	*	*	*	*	*				
Fuel System	*	*	*	*	*	*	*	*	*	*
Electrical	*	*	*	*	*	*	*	*	*	*
Climate Syst.	*	*	*	*	*	*	*	*	*	*
Suspension	*	*	*	*	*	*	*	*	*	*
Brakes	*	*	*	*	*	*	*	*	*	*
Exhaust	*	*	*	*	*	*	*	*	*	*
Paint/Trim	*	*	*	*	*	*	*	*	*	*
Noises & Leaks	*	*	*	*	*	*	*	*	*	*
Body Hardware	*	*	*	*	*	*	*	*	*	*
Power Equip.	*	*	*	*	*	*	*	*	*	*
In-Car Electr.	*	*	*	*	*	*	*	*	*	

PRICES

2014	$7,300 - $12,700
2015	$9,500 - $18,100
2016	$10,800 - $31,100
2017	$13,100 - $36,200
2018	$15,800 - $39,300
2019	$19,200 - $44,900
2020	$23,800 - $37,200
2021	$25,000 - $39,200
2022	$28,500 - $57,800
2023	$35,700 - $62,000

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	NT	NT	⏫/⏫
2015	NT	NT	⏫/⏫
2016	NT	NT	⏫/⏫
2017	NT	NT	⏫/⏫
2018	NT	NT	⏫/⏫
2019	NT	NT	NT
2020	NT	NT	NT
2021	NT	NT	NT
2022	NT	NT	NT
2023	NT	NT	NT

Cadillac CT6

Cadillac's flagship large sedan fits above the CTS. It possesses some athletic chops and has a steady, controlled ride and a very quiet interior. Most CT6s have the mid-level nonturbo V6, while the top trim carries a 404-hp twin-turbocharged V6. The eight-speed automatic is smooth and responsive. All-wheel drive comes standard with the V6s. A plug-in hybrid version with an estimated 30 miles of EV range was also available. The interior is posh and roomy, but cabin storage is a bit scant. Despite improvements, the updated CUE infotainment touch screen is still unintuitive. The 2018 model year was the first to debut GM's hands-free Super Cruise driver-assistance system. The 2019 model year brought an electronic gear selector, 10-speed automatic, an improved infotainment system, and a top-of-the-line CT6-V that's powered by a 550-hp, 4.2-liter V8 turbo. 2020 was the final year for the CT6.

REDESIGN/FRESHENING:	SAFETY EQUIPMENT:	DRIVE WHEELS:
2016, 2020	ABS, ESC, side and head protection airbags standard. FCW, AEB, BSW, and RCTW standard from 2020.	AWD; Rear

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability			*	*	*	*	*			
Engine, Major			*	*	*	*	*			
Engine Minor			*	*	*	*	*			
Engine Cooling			*	*	*	*	*			
Trans. Major			*	*	*	*	*			
Trans. Minor			*	*	*	*	*			
Electric Motor										
EV Battery										
EV Charging										
Drive System			*	*	*	*	*			
Fuel System			*	*	*	*	*			
Electrical			*	*	*	*	*			
Climate Syst.			*	*	*	*	*			
Suspension			*	*	*	*	*			
Brakes			*	*	*	*	*			
Exhaust			*	*	*	*	*			
Paint/Trim			*	*	*	*	*			
Noises & Leaks			*	*	*	*	*			
Body Hardware			*	*	*	*	*			
Power Equip.			*	*	*	*	*			
In-Car Electr.			*	*	*	*	*			

PRICES

2014	-
2015	-
2016	$14,200 - $22,700
2017	$17,600 - $27,300
2018	$21,600 - $34,500
2019	$29,600 - $51,300
2020	$38,300 - $57,400
2021	-
2022	-
2023	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	-	-	-
2015	-	-	-
2016	NT	NT	NT
2017	NT	NT	NT
2018	NT	NT	NT
2019	NT	NT	NT
2020	NT	NT	NT
2021	-	-	-
2022	-	-	-
2023	-	-	-

Cadillac CTS, CT5

The CTS has sports sedan handling and a firm but supple ride. Its 3.6-liter V6 is smooth and refined. The sporty but rare CTS-V packed a 5.7-liter V8 and a six-speed manual. The front seats are supportive and comfortable, but the rear seats are fairly snug. 2014 brought a new CTS, with a firm, absorbent ride and precise handling that makes it one of the sportiest cars in the class. Unfortunately, the CUE infotainment system is overly complex and frustrating to use. The cabin is luxurious, but the rear seat is snug. The high-end V-Sport is a treat to drive, with effortless thrust. Updates for 2016 included a new eight-speed automatic transmission, a 335-hp 3.6-liter V6. 2019 was the final year for the CTS, replaced by a taut and agile handling CT5 that has four-cylinder and V6 turbo engines paired with a 10-speed automatic. Like the smaller CT4, the base powertrain lacks the refinement and vigor to match its sporty driving dynamics.

REDESIGN/FRESHENING:
2014, 2020

SAFETY EQUIPMENT:
ABS, ESC, side and head protection airbags standard. FCW and AEB standard from 2020.

DRIVE WHEELS:
AWD; Rear

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	▼	*	*	*	*	*	!	*	*	*
Engine, Major	▲	*	*	*	*	*	▲▲	*	*	*
Engine Minor	▲▲	*	*	*	*	*	▲▲	*	*	*
Engine Cooling	▲▲	*	*	*	*	*	▲▲	*	*	*
Trans. Major	▼	*	*	*	*	*	▲▲	*	*	*
Trans. Minor	!	*	*	*	*	*	▲▲	*	*	*
Electric Motor										
EV Battery										
EV Charging										
Drive System	▼▼	*	*	*	*	*	▲▲	*	*	*
Fuel System	▼▼	*	*	*	*	*	▲▲	*	*	*
Electrical	▲▲	*	*	*	*	*	▲▲	*	*	*
Climate Syst.	▲▲	*	*	*	*	*	▲▲	*	*	*
Suspension	!	*	*	*	*	*	▲▲	*	*	*
Brakes	▼▼	*	*	*	*	*	▲▲	*	*	*
Exhaust	▼▼	*	*	*	*	*	▲▲	*	*	*
Paint/Trim	▼▼	*	*	*	*	*	▼	*	*	*
Noises & Leaks	▼▼	*	*	*	*	*	▲▲	*	*	*
Body Hardware	▼▼	*	*	*	*	*	▼▼	*	*	*
Power Equip.	▼	*	*	*	*	*	▼▼	*	*	*
In-Car Electr.	▼▼	*	*	*	*	*	▲▲	*	*	

PRICES

2014	$9,300 - $34,500
2015	$10,900 - $33,300
2016	$13,200 - $50,600
2017	$14,700 - $58,200
2018	$17,600 - $61,600
2019	$22,000 - $67,900
2020	$25,500 - $37,200
2021	$29,700 - $44,200
2022	$34,000 - $93,600
2023	$37,700 - $102,300

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	NT	▲▲/▲▲
2015	Good	NT	▲▲/▲▲
2016	Good	Marg.	▲▲/▲▲
2017	Good	Marg.	▲▲/▲▲
2018	Good	Marg.	▲▲/▲▲
2019	Good	Marg.	▲▲/▲▲
2020	NT	NT	▲▲/▲▲
2021	NT	NT	▲▲/▲▲
2022	NT	NT	▲▲/▲▲
2023	NT	NT	▲▲/▲▲

Cadillac Escalade

Brimming with leather upholstery and wood trim, the Escalade's 2015 redesign gave it an overly-stiff ride and distracting controls. The interior is extremely quiet and plush. But its luxury is disappointingly skin deep. With its clumsy handling and mediocre braking performance, the Escalade makes other full-sized SUVs seem graceful. Power is plentiful, but the Caddy gets just 16 mpg. For all its size, none of its seats really leave room to stretch out. And the third-row seat is tiny in the regular-length version. Updates for 2018 included a new 10-speed automatic, replacing the eight-speed unit. The Escalade was redesigned for 2021, growing in size and features. This luxury SUV gets a contemporary independent rear suspension, and a standard 420-hp, 6.2-liter V8. A 277-hp, 3.0-liter six-cylinder diesel engine was available. Both engines are paired with a 10-speed automatic. GM's latest version of the Super Cruise automated driving system was offered.

REDESIGN/FRESHENING:
2015, 2021

SAFETY EQUIPMENT:
ABS, ESC, side and head protection airbags standard. FCW and AEB standard from 2021.

DRIVE WHEELS:
4WD; AWD; Rear

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	*	*	*	*	*	*	*	*	*	*
Engine, Major	*	*	*	*	*	*	*	*	*	*
Engine Minor	*	*	*	*	*	*	*	*	*	*
Engine Cooling	*	*	*	*	*	*	*	*	*	*
Trans. Major	*	*	*	*	*	*	*	*	*	*
Trans. Minor	*	*	*	*	*	*	*	*	*	*
Electric Motor										
EV Battery										
EV Charging										
Drive System	*	*	*	*	*	*	*	*	*	*
Fuel System	*	*	*	*	*	*	*	*	*	*
Electrical	*	*	*	*	*	*	*	*	*	*
Climate Syst.	*	*	*	*	*	*	*	*	*	*
Suspension	*	*	*	*	*	*	*	*	*	*
Brakes	*	*	*	*	*	*	*	*	*	*
Exhaust	*	*	*	*	*	*	*	*	*	*
Paint/Trim	*	*	*	*	*	*	*	*	*	*
Noises & Leaks	*	*	*	*	*	*	*	*	*	*
Body Hardware	*	*	*	*	*	*	*	*	*	*
Power Equip.	*	*	*	*	*	*	*	*	*	*
In-Car Electr.	*	*	*	*	*	*	*	*	*	*

PRICES

2014	$15,900 - $20,500
2015	$19,700 - $27,900
2016	$22,200 - $31,500
2017	$25,200 - $39,000
2018	$31,900 - $48,700
2019	$36,500 - $52,600
2020	$45,300 - $58,900
2021	$70,500 - $98,300
2022	$77,300 - $107,200
2023	$87,900 - $174,200

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	NT	NT	▲▲/▲▲
2015	NT	NT	NT/▲▲
2016	NT	NT	NT/▲▲
2017	NT	NT	▲/▲▲
2018	NT	NT	▲/▲▲
2019	NT	NT	NT/▲▲
2020	NT	NT	NT/▲▲
2021	NT	NT	▲/▲▲
2022	NT	NT	▲/▲▲
2023	NT	NT	▲/▲▲

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Cadillac SRX, XT5

The two-row SRX was an agile competitor to the sporty German SUVs. It was available with either front- or all-wheel drive, with power coming from a 308-hp V6 engine. However, in everyday driving the SRX feels lethargic and somewhat unresponsive. Changes for 2013 included a revised interior with supportive front seats and high-quality materials. But the back seats are snug, the wide roof pillars hurt visibility, and CUE infotainment system is convoluted and frustrating to use. The SRX's final model year was 2016, when it was available with optional adaptive HID headlights. The SR5 was replaced by the XT5 for 2017, which used a 3.6-liter V6 paired with an eight-speed automatic. It feels a bit lethargic in everyday driving despite decent measured acceleration. A 2.0-liter turbocharged four-cylinder became the standard engine for 2020.

REDESIGN/FRESHENING:
2010, 2017

SAFETY EQUIPMENT:
ABS, ESC, side and head protection airbags standard. FCW and AEB standard from 2020.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	↓	↓	!	↓	!	↑	!	!	!	⇈
Engine, Major	⇈	↑	⇈	↑	!	⇈	⇈	⇈	⇈	⇈
Engine Minor	⇊	⇈	⇈	↓	↑	⇈	⇊	⇈	⇈	⇈
Engine Cooling	⇈	⇈	⇈	↑	↑	⇈	⇈	⇈	⇈	⇈
Trans. Major	⇊	⇈	!	!	⇈	⇈	⇈	⇈	!	⇈
Trans. Minor	⇈	⇈	!	!	⇈	⇈	!	⇈	!	⇈
Electric Motor										
EV Battery										
EV Charging										
Drive System	↓	⇊	↓	↑	⇈	⇈	⇈	⇈	⇈	⇈
Fuel System	!	⇈	⇈	!	⇈	⇈	⇈	↓	⇈	⇈
Electrical	⇈	⇈	⇈	↑	↑	⇈	!	⇈	⇈	⇈
Climate Syst.	↑	!	!	⇊	↓	↓	⇈	⇈	⇈	⇈
Suspension	⇊	!	↓	↑	⇈	⇈	⇈	⇈	⇈	⇈
Brakes	!	↓	!	⇈	↑	⇈	⇈	⇊	⇈	⇈
Exhaust	⇈	!	⇈	⇈	⇈	⇈	⇈	⇊	⇈	⇈
Paint/Trim	⇈	⇊	⇈	⇈	!	⇊	⇊	⇈	!	⇈
Noises & Leaks	↓	↓	↓	↑	⇈	↑	!	⇈	⇈	⇈
Body Hardware	⇈	⇊	↑	↑	↓	⇊	⇊	⇈	!	⇈
Power Equip.	⇊	⇊	⇊	↓	↑	⇈	↑	⇈	⇈	⇈
In-Car Electr.	⇊	⇊	⇊	↑	↓	⇈	↓	↑	!	⇈

PRICES

2014	$9,200 - $11,400
2015	$10,500 - $13,100
2016	$12,100 - $15,100
2017	$16,500 - $21,200
2018	$18,200 - $24,200
2019	$21,800 - $29,700
2020	$24,900 - $31,700
2021	$29,000 - $37,600
2022	$33,300 - $44,100
2023	$37,600 - $50,300

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	NT	↑/⇈
2015	Good	NT	↑/⇈
2016	Good	NT	↑/⇈
2017	Good	Good	↑/⇈
2018	Good	Good	↑/⇈
2019	Good	Good	↑/⇈
2020	Good	Good	⇈/⇈
2021	Good	Good	⇈/⇈
2022	Good	Good	⇈/⇈
2023	Good	Good	⇈/⇈

Cadillac XT4

The XT4 is Cadillac's entry-level luxury SUV, and it delivers a classy cabin in a small package. The 237-hp, 2.0-liter turbocharged four-cylinder engine and nine-speed automatic transmission make for a responsive powertrain. Unfortunately, the engine sounds too buzzy when revved. We got 23 mpg overall with premium gasoline, which is unimpressive for the class. The ride is on the stiff side, but on par with the XT4's peers. Its handling is quite nimble. The interior has comfortable seats with ritzy-looking leather, and chrome touches throughout. The infotainment system is easy to use, although the location of some knobs is unusual and the gear selector takes some getting used to.

REDESIGN/FRESHENING:
2019

SAFETY EQUIPMENT:
ABS, ESC, side and head protection airbags standard. FCW and AEB standard from 2020.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability						⇊	*	*	*	*
Engine, Major						⇈	*	*	*	*
Engine Minor						↓	*	*	*	*
Engine Cooling						⇈	*	*	*	*
Trans. Major						⇈	*	*	*	*
Trans. Minor						⇊	*	*	*	*
Electric Motor										
EV Battery										
EV Charging										
Drive System						⇊	*	*	*	*
Fuel System						⇊	*	*	*	*
Electrical						⇈	*	*	*	*
Climate Syst.						!	*	*	*	*
Suspension						⇊	*	*	*	*
Brakes						⇊	*	*	*	*
Exhaust						⇈	*	*	*	*
Paint/Trim						⇈	*	*	*	*
Noises & Leaks						↓	*	*	*	*
Body Hardware						⇈	*	*	*	*
Power Equip.						⇊	*	*	*	*
In-Car Electr.						⇊	*	*	*	*

PRICES

2014	-
2015	-
2016	-
2017	-
2018	-
2019	$19,800 - $24,200
2020	$21,700 - $27,500
2021	$25,000 - $29,700
2022	$28,000 - $33,400
2023	$32,200 - $38,400

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	-	-	-
2018	-	-	-
2019	Good	NT	↑/⇈
2020	Good	NT	↑/⇈
2021	Good	NT	↑/⇈
2022	Good	NT	↑/⇈
2023	Good	NT	↑/⇈

Cadillac XT6

The XT6 is Cadillac's three-row luxury midsized SUV. It's powered by a robust 310-hp, 3.6-liter V6 that is mated to a smooth nine-speed automatic transmission. Front-wheel drive comes standard; all-wheel drive is optional. Handling is responsive for a three-row SUV, and the ride is comfortable. The cabin is quiet and nicely finished and the seats are comfortable. Overall, there's generous interior space, and good outward visibility, thanks to the SUV's tall glass. The XT6 has a wealth of storage options, including a small open bin in front of the gear selector, a phone-sized slot further down the center console, and a rather stealthy (and enormous) open bin under the center console. But the XT6 lacks some luxury features, such as a four-way lumbar support adjustment for the driver's seat and auto-up rear windows. The infotainment system is relatively easy to use. A 2.0-liter turbo four-cylinder became the base engine in 2021.

REDESIGN/FRESHENING: 2020

SAFETY EQUIPMENT: ABS, ESC, side and head protection airbags standard. FCW and AEB standard from 2020.

DRIVE WHEELS: AWD; Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability							*	*	*	*
Engine, Major							*	*	*	*
Engine Minor							*	*	*	*
Engine Cooling							*	*	*	*
Trans. Major							*	*	*	*
Trans. Minor							*	*	*	*
Electric Motor										
EV Battery										
EV Charging										
Drive System							*	*	*	*
Fuel System							*	*	*	*
Electrical							*	*	*	*
Climate Syst.							*	*	*	*
Suspension							*	*	*	*
Brakes							*	*	*	*
Exhaust							*	*	*	*
Paint/Trim							*	*	*	*
Noises & Leaks							*	*	*	*
Body Hardware							*	*	*	*
Power Equip.							*	*	*	*
In-Car Electr.							*	*	*	*

PRICES

2014	-
2015	-
2016	-
2017	-
2018	-
2019	-
2020	$32,300 - $36,400
2021	$33,200 - $40,200
2022	$36,700 - $47,900
2023	$42,800 - $52,700

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	-	-	-
2018	-	-	-
2019	-	-	-
2020	Good	Good	⏫/⏫
2021	Good	Good	⏫/⏫
2022	Good	Good	⏫/⏫
2023	Good	Good	⏫/⏫

Cadillac XTS

As a replacement for the plush DTS, the XTS falls short. It handles better, but the ride is jittery and feels very ordinary for a luxury car, and the 3.6-liter V6 sounds coarse when prodded. Still, the XTS has a quiet, posh, and beautifully finished interior, and the seats are very comfortable. However, the touch-activated CUE infotainment interface is unintuitive and frustrating to use, and the high rear deck impedes the view aft. Various safety systems, including lane-departure detection, will vibrate the driver's seat as a warning. A high-performance V-Sport version with a twin-turbo V6 was also available, and all-wheel drive was an option on all but the base-trim versions. Changes for 2016 included adding Apple CarPlay to the infotainment system, wireless phone charging, and a 360-degree view camera. Updates for 2018 included some suspension and appearance enhancements. 2019 was the final year for the XTS.

REDESIGN/FRESHENING: 2013

SAFETY EQUIPMENT: ABS, ESC, side and head protection airbags standard.

DRIVE WHEELS: AWD; Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	*	*	*	*	*	*				
Engine, Major	*	*	*	*	*	*				
Engine Minor	*	*	*	*	*	*				
Engine Cooling	*	*	*	*	*	*				
Trans. Major	*	*	*	*	*	*				
Trans. Minor	*	*	*	*	*	*				
Electric Motor										
EV Battery										
EV Charging										
Drive System	*	*	*	*	*	*				
Fuel System	*	*	*	*	*	*				
Electrical	*	*	*	*	*	*				
Climate Syst.	*	*	*	*	*	*				
Suspension	*	*	*	*	*	*				
Brakes	*	*	*	*	*	*				
Exhaust	*	*	*	*	*	*				
Paint/Trim	*	*	*	*	*	*				
Noises & Leaks	*	*	*	*	*	*				
Body Hardware	*	*	*	*	*	*				
Power Equip.	*	*	*	*	*	*				
In-Car Electr.	*	*	*	*	*	*				

PRICES

2014	$8,900 - $12,100
2015	$9,500 - $14,500
2016	$11,100 - $16,700
2017	$12,200 - $19,500
2018	$15,100 - $24,800
2019	$18,400 - $29,800
2020	-
2021	-
2022	-
2023	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	NT	⏫/⏫
2015	Good	NT	⏫/⏫
2016	Good	NT	⏫/⏫
2017	Good	NT	⏫/⏫
2018	Good	NT	⏫/⏫
2019	Good	NT	⏫/NT
2020	-	-	-
2021	-	-	-
2022	-	-	-
2023	-	-	-

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Chevrolet Blazer

The Blazer name was resurrected in 2019 for a five-passenger crossover that focuses more on styling and luxury, and less on utility. The base 193-hp four-cylinder engine only comes on front-drive versions. The AWD ones get a 305-hp V6 that returned 19 mpg overall in our tests. The Blazer rides and handles well, and is quiet. Controls are easy to use, but the low dash vents direct air to front occupants' knees and elbows instead of their upper body. Rearward visibility is restricted because of the sloping roofline and thick rear roof pillars. Changes for the 2020 model year included a new turbocharged 2.0-liter four-cylinder engine, available LED headlights, and a start/stop override switch. For 2023 a 10-inch center screen became standard, and adaptive cruise control was more widely available. BSW and RCTW were available on all but the base trim.

REDESIGN/FRESHENING:	SAFETY EQUIPMENT:	DRIVE WHEELS:
2019	ABS, ESC, side and head protection airbags standard. FCW and AEB standard from 2022.	AWD; Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability						▼	▲	▼	!	▼▼
Engine, Major						▲▲	▲▲	▲▲	▲▲	▲▲
Engine Minor						▼	▲▲	▲▲	▼	▲▲
Engine Cooling						▲▲	▲▲	▲▲	▲▲	▲▲
Trans. Major						▼	▲▲	▲▲	▲▲	!
Trans. Minor						▲▲	▼	!	▼▼	!
Electric Motor										
EV Battery										
EV Charging										
Drive System						▼	▲▲	▲▲	▲▲	▲▲
Fuel System						!	▲▲	▼▼	▲▲	▲▲
Electrical						▲▲	▲▲	▲▲	▲▲	▲▲
Climate Syst.						▼	▼	▼	▲▲	▼
Suspension						▼	▲▲	▼	▲▲	▲▲
Brakes						▲▲	▼	▼	▲▲	!
Exhaust						▲▲	▲▲	▲▲	▲▲	▲▲
Paint/Trim						▲▲	▼	▲▲	▲▲	▼
Noises & Leaks						▼▼	▲▲	▲▲	▼▼	▲▲
Body Hardware						▲▲	▲▲	▼	▼	▼
Power Equip.						▼▼	▲▲	▲▲	▲▲	▲▲
In-Car Electr.						▼	▲	▲	▲	▲▲

PRICES

2014	-
2015	-
2016	-
2017	-
2018	-
2019	$17,200 - $27,700
2020	$18,500 - $29,400
2021	$20,900 - $33,100
2022	$26,700 - $36,700
2023	$29,600 - $42,100

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	-	-	-
2018	-	-	-
2019	Good	Good	▲▲/▲▲
2020	Good	Good	▲▲/▲▲
2021	Good	Good	▲▲/▲▲
2022	Good	Good	▲▲/▲▲
2023	Good	Good	▲▲/▲▲

Chevrolet Bolt, Bolt EUV

The Bolt was the first relatively affordable EV with a robust driving range of 250 miles, according to our measurements. This small hatchback is built around a large 60-kWh battery pack that sits under the car's floor and contributes to the car's planted feel despite its tall stance. With 200 hp the Bolt accelerates with gusto. The battery gains about 25 mile of range per hour of charging through a 240V connector. The Bolt is very quiet but the ride can get choppy. Controls take some getting used to including the unintuitive shifter. The driver's seat is short on lower-back support and interior quality is on the cheap side. The Bolt received some changes to the infotainment system for 2019. Battery capacity grew slightly for 2020 and the EPA's range stretched to 259 miles. The Bolt EUV a taller, roomier version of the Bolt, debuted for 2022. Compared to the original Bolt, the EUV has a noticeably more comfortable ride, but also slightly diminished handling agility. The EUV's 247-mile EPA-rated driving range is robust.

REDESIGN/FRESHENING:	SAFETY EQUIPMENT:	DRIVE WHEELS:
2017, 2022	BS, ESC, side and head protection airbags standard.	Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability				!	▼	▼▼	▼▼	▼▼	▼▼	▲▲
Engine, Major										
Engine Minor										
Engine Cooling										
Trans. Major										
Trans. Minor										
Electric Motor				▲▲	▼▼	▲▲	▲▲	▲▲	▲▲	▲▲
EV Battery				▼▼	▼▼	▼▼	▼▼	▼▼	▼▼	▲▲
EV Charging				▲▲	▼	▼▼	▲▲	▼	▲▲	▲▲
Drive System				▲▲	▲▲	▼▼	▲▲	▲▲	▲▲	▲▲
Fuel System										
Electrical										
Climate Syst.				▲▲	▲▲	▼	▲▲	▼▼	▲▲	▲▲
Suspension				▼▼	▲▲	▼▼	▲▲	▲▲	▲▲	▲▲
Brakes				!	▲▲	▼▼	▲▲	▲▲	▲▲	▲▲
Exhaust										
Paint/Trim				▲▲	▲▲	▲▲	▲▲	▲▲	▼	!
Noises & Leaks				▲	▲▲	▼▼	▲	▲▲	▲▲	▲▲
Body Hardware				▲▲	▲▲	▲▲	▲▲	▲▲	▼	▲▲
Power Equip.				▲▲	▲▲	!	▲▲	▲▲	▲▲	▲▲
In-Car Electr.				▼	!	▼	▲	▲▲	▲▲	▲

PRICES

2014	-
2015	-
2016	-
2017	$10,700 - $11,300
2018	$11,900 - $12,500
2019	$13,200 - $14,100
2020	$15,000 - $16,700
2021	$17,100 - $18,500
2022	$19,800 - $20,900
2023	$21,000 - $22,400

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	Good	Good	NT
2018	Good	Good	▲/▲▲
2019	Good	Good	▲/▲▲
2020	Good	Good	▲/▲▲
2021	Good	Good	▲/▲▲
2022	NT	NT	▲▲/▲▲
2023	NT	NT	▲▲/▲▲

Chevrolet Camaro

The Camaro injects classic muscle-car looks and sounds into a modern drivetrain and body. Our tested Camaro SS was very quick, thanks to its 6.2-liter V8, but the base 3.6-liter V6 delivers decent performance. Handling is capable, but the car's size and weight really hurt its agility and the emphasis on interior and exterior styling results in severely hampered visibility, difficult to read controls, a small trunk, and a tiny rear seat. The 2016 redesign made the Camaro smaller and lighter, which made it feel nimbler. A turbo four-cylinder joined the lineup as the base engine. The easy-to-use infotainment system is a plus, but the low dash vents tend to freeze your hand when it's on the shifter. New for 2018, a performance ZL1 version arrived with a 650-hp, 6.2-liter supercharged V8 mated to the six-speed manual or a 10-speed automatic. 2019 brought interior and exterior styling updates, as well as new infotainment systems.

REDESIGN/FRESHENING:
2010, 2016

SAFETY EQUIPMENT:
ABS, ESC, side and head protection airbags standard.

DRIVE WHEELS:
Rear

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	*	*	*	❙	*	*	*	*	*	*
Engine, Major	*	*	*	⇈	*	*	*	*	*	*
Engine Minor	*	*	*	⇈	*	*	*	*	*	*
Engine Cooling	*	*	*	⇈	*	*	*	*	*	*
Trans. Major	*	*	*	↓	*	*	*	*	*	*
Trans. Minor	*	*	*	⇊	*	*	*	*	*	*
Electric Motor										
EV Battery										
EV Charging										
Drive System	*	*	*	⇈	*	*	*	*	*	*
Fuel System	*	*	*	⇈	*	*	*	*	*	*
Electrical	*	*	*	⇈	*	*	*	*	*	*
Climate Syst.	*	*	*	↑	*	*	*	*	*	*
Suspension	*	*	*	⇊	*	*	*	*	*	*
Brakes	*	*	*	⇈	*	*	*	*	*	*
Exhaust	*	*	*	⇈	*	*	*	*	*	*
Paint/Trim	*	*	*	⇈	*	*	*	*	*	*
Noises & Leaks	*	*	*	⇈	*	*	*	*	*	*
Body Hardware	*	*	*	⇈	*	*	*	*	*	*
Power Equip.	*	*	*	↓	*	*	*	*	*	*
In-Car Electr.	*	*	*	↑	*	*	*	*	*	*

PRICES

2014	$12,500 - $32,200
2015	$14,100 - $35,300
2016	$16,300 - $23,600
2017	$16,000 - $42,500
2018	$17,700 - $46,800
2019	$20,000 - $50,300
2020	$22,700 - $54,500
2021	$24,400 - $63,100
2022	$25,700 - $65,300
2023	$29,000 - $70,500

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	NT	NT	NT
2015	NT	NT	NT
2016	Good	Good	NT
2017	Good	Good	↑/⇈
2018	Good	Good	↑/⇈
2019	Good	Good	NT/⇈
2020	Good	Good	↑/⇈
2021	Good	Good	↑/⇈
2022	Good	Good	↑/⇈
2023	Good	Good	↑/⇈

Chevrolet Colorado

The Colorado was first available with crude and noisy four- and five-cylinder engines, and had an optional part-time four- wheel-drive system that can't be used on bare pavement. The Colorado's handling is sound but unexceptional. The ride is unsettled, and the body quivers constantly. 2007 brought a larger 3.7-liter engine. A V8 engine and standard ESC were added to the 2009 models. The 2015 redesign made this truck more maneuverable, and offered the choice of four-cylinder, V6, and diesel engines. The ride remained choppy, but handling is responsive. Updates for 2016 included Android Auto and Apple CarPlay capability. An eight-speed automatic and more power on the V6 arrived for 2017. Updates for the 2020 model year include a new infotainment system and an available locking tail gate. 2021 models get a mildly refreshed exterior.

REDESIGN/FRESHENING:
2015, 2023

SAFETY EQUIPMENT:
ABS, ESC, side and head protection airbags standard.

DRIVE WHEELS:
4WD; Rear

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability		↓	❙	↓	↓	↓	↓	❙	↓	*
Engine, Major		⇈	⇈	⇈	⇈	↑	↑	↓	⇈	*
Engine Minor		⇈	⇈	↑	↑	❙	⇈	⇈	↑	*
Engine Cooling		⇈	⇈	⇈	⇈	⇈	↑	⇈	⇈	*
Trans. Major		⇊	❙	⇊	⇊	⇊	⇊	↓	⇈	*
Trans. Minor		⇈	⇊	⇊	⇊	⇊	⇊	⇈	⇊	*
Electric Motor										
EV Battery										
EV Charging										
Drive System		↓	⇊	⇊	⇈	↑	⇊	⇈	❙	*
Fuel System		⇊	❙	⇊	⇊	↓	⇈	⇈	⇈	*
Electrical		⇈	⇈	↑	⇈	⇈	⇈	⇈	↑	*
Climate Syst.		❙	↑	❙	↑	↑	❙	↑	⇈	*
Suspension		↓	❙	❙	↑	⇈	↑	⇈	⇈	*
Brakes		↑	↑	❙	↓	⇈	⇈	❙	↑	*
Exhaust		↓	⇊	↑	⇊	↓	⇈	⇈	⇈	*
Paint/Trim		↓	❙	⇈	↑	❙	⇈	⇈	↑	*
Noises & Leaks		⇊	⇈	↑	↓	⇈	⇈	↑	⇊	*
Body Hardware		⇊	↑	↑	❙	❙	↑	⇈	↓	*
Power Equip.		⇊	↑	↓	❙	❙	⇈	↑	⇈	*
In-Car Electr.		⇊	⇊	⇈	↓	⇊	⇊	↑	↓	*

PRICES

2014	-
2015	$11,700 - $19,900
2016	$13,600 - $22,300
2017	$14,800 - $28,500
2018	$16,400 - $31,300
2019	$17,600 - $34,600
2020	$19,500 - $37,000
2021	$23,400 - $40,400
2022	$25,300 - $44,000
2023	$32,200 - $51,700

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	-	-	-
2015	Good	NT	↑/⇈
2016	Good	NT	↑/⇈
2017	Good	Good	↑/⇈
2018	Good	Good	↑/⇈
2019	Good	Good	↑/⇈
2020	Good	Good	↑/⇈
2021	Good	Good	↑/⇈
2022	Good	Good	↑/⇈
2023	NT	NT	↑/⇈

⇊ ↓ ! ↑ ⇈
WORSE — BETTER

✓
GOOD BET

Chevrolet Corvette

The Corvette has had nimble handling, excellent brakes, and a fairly tolerable ride, but interior fit and finish were unimpressive. A redesigned Vette arrived in 2014, with sharp-edged styling, a 455-hp V8, and an interior worthy of the price. Acceleration is blisteringly quick, and handling is pinpoint. With the adjustable driving modes the car can be a fairly refined cruiser or track-ready race car. The seats deliver support and comfort. But the manual shifter is vague and tire noise is omnipresent. The 2020 redesign changed the Corvette to a mid-engine design, with its 495-hp, 6.2-liter V8 visible under the rear glass hatchback. It's coupled to a rapid-shifting eight-speed dual-clutch automatic that contributed to its 3.4-second sprint from 0 to 60 mph, accompanied by a glorious soundtrack. Handling agility is superlative, with immediate turn-in response and almost zero body roll. Yet the ride isn't punishing, thanks in part to our test car's optional adaptive suspension.

REDESIGN/FRESHENING:	SAFETY EQUIPMENT:	DRIVE WHEELS:
2014, 2020	ABS, ESC, side and head protection airbags standard.	Rear

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	⇈	*	!	↓	*	!	*	⇈	↓	↓
Engine, Major	⇈	*	⇊	↑	*	↑	*	⇈	⇈	⇈
Engine Minor	⇈	*	⇈	↑	*	⇈	*	⇈	⇈	⇈
Engine Cooling	⇈	*	⇈	⇈	*	⇈	*	⇈	⇈	⇈
Trans. Major	⇈	*	⇊	⇊	*	↑	*	⇈	⇊	⇊
Trans. Minor	⇈	*	↑	⇈	*	⇈	*	↑	↑	⇈
Electric Motor										
EV Battery										
EV Charging										
Drive System	⇈	*	⇈	⇊	*	⇈	*	⇈	⇈	⇈
Fuel System	⇈	*	⇈	↑	*	⇈	*	⇈	⇈	⇈
Electrical	⇈	*	⇈	⇈	*	↑	*	↑	↑	⇈
Climate Syst.	⇈	*	⇈	⇈	*	⇈	*	⇈	⇈	⇈
Suspension	⇈	*	⇈	!	*	↓	*	⇈	⇈	⇈
Brakes	⇈	*	⇈	⇈	*	⇈	*	⇈	⇈	⇈
Exhaust	⇈	*	⇈	⇈	*	⇈	*	⇈	⇈	⇈
Paint/Trim	⇈	*	⇈	⇈	*	⇊	*	⇈	↑	↑
Noises & Leaks	⇈	*	⇊	⇈	*	⇈	*	⇈	⇈	⇈
Body Hardware	⇈	*	⇈	⇈	*	⇊	*	↑	↑	↑
Power Equip.	!	*	⇈	⇈	*	!	*	⇈	⇈	⇈
In-Car Electr.	↑	*	⇈	⇈	*	⇈	*	⇈	↑	↓

PRICES

2014	$29,300 - $33,400
2015	$32,000 - $53,000
2016	$34,600 - $58,600
2017	$38,100 - $62,500
2018	$39,100 - $64,800
2019	$44,200 - $129,800
2020	$64,800 - $81,400
2021	$68,100 - $86,300
2022	$71,400 - $90,700
2023	$75,300 - $185,000

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	NT	NT	NT
2015	NT	NT	NT
2016	NT	NT	NT
2017	NT	NT	NT
2018	NT	NT	NT
2019	NT	NT	NT
2020	NT	NT	NT
2021	NT	NT	NT
2022	NT	NT	NT
2023	NT	NT	NT

Chevrolet Cruze

In 2011 the Cruze replaced, and greatly improved on, the unimpressive Cobalt as Chevrolet's mainstream small car. It feels solid and substantial, handles nicely, and has a firm but steady and controlled ride. Two four-cylinder engines are offered: a base 1.8-liter and an up-level turbocharged 1.4-liter. The latter has the edge in power delivery and quietness. Both, however, delivered a rather unimpressive 26 mpg. Noise levels are moderate, which is fairly good for this class. The well-finished cabin feels spacious up front, even for tall drivers, but it's cramped in the rear. The Cruze was redesigned for 2016 with a 1.4-liter turbo engine that got 30 mpg overall in our tests. A diesel version was added a year later that got an impressive 41 mpg overall. A hatchback version was new for 2017. 2019 was the Cruze's last year.

REDESIGN/FRESHENING:	SAFETY EQUIPMENT:	DRIVE WHEELS:
2011, 2016	ABS, ESC, side and head protection airbags standard.	Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	⇊	↓	!	↑	↑	*				
Engine, Major	⇊	⇊	⇈	↑	!	*				
Engine Minor	⇊	⇊	↓	↓	⇈	*				
Engine Cooling	⇈	⇊	⇈	⇈	⇈	*				
Trans. Major	⇈	↓	⇈	↑	!	*				
Trans. Minor	⇊	⇈	↓	⇈	⇈	*				
Electric Motor										
EV Battery										
EV Charging										
Drive System	⇊	!	⇈	⇈	⇈	*				
Fuel System	⇊	⇊	!	↑	⇈	*				
Electrical	⇊	⇊	⇈	⇈	⇈	*				
Climate Syst.	⇊	⇊	↑	!	↓	*				
Suspension	⇈	⇈	⇈	⇈	⇈	*				
Brakes	↓	⇊	⇊	!	↑	*				
Exhaust	⇊	↓	⇈	⇈	!	*				
Paint/Trim	!	⇈	↓	↑	⇈	*				
Noises & Leaks	⇊	⇊	↓	!	⇊	*				
Body Hardware	!	!	⇊	⇈	⇈	*				
Power Equip.	⇈	↑	↑	⇈	⇈	*				
In-Car Electr.	⇈	!	⇊	↑	⇈	*				

PRICES

2014	$6,800 - $8,400
2015	$6,800 - $9,000
2016	$8,300 - $11,900
2017	$9,800 - $13,000
2018	$10,300 - $13,800
2019	$11,700 - $15,400
2020	-
2021	-
2022	-
2023	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	Marg.	⇈/⇈
2015	Good	Marg.	⇈/⇈
2016	Good	NT	⇈/↑
2017	Good	NT	⇈/↑
2018	Good	NT	⇈/↑
2019	Good	NT	⇈/↑
2020	-	-	-
2021	-	-	-
2022	-	-	-
2023	-	-	-

Chevrolet Equinox

The redesigned 2010 Equinox can be had with four- and six-cylinder engines. The V6 is quieter and delivers more effortless power but at the expense of fuel economy. It has a very roomy rear seat, and the interior is well constructed. The ride is taut yet supple and controlled and handling is responsive and secure. But fuel economy still falls short of the best small SUVs. The 2016 models got a smattering of cosmetic updates and a standard rear-view camera. Four-cylinder models have an overworked 2.4-liter engine, which returned 21 mpg. Redesigned for 2018, the Equinox came with a roomy and quiet interior, absorbent and controlled ride, and responsive handling. The fuel-thrifty 1.6-liter turbodiesel four-cylinder returned 31 mpg overall. The interior has some cheap touches, however, the seats are quite comfortable. The 2020 model year saw the discontinuation of the diese, and the turbo four-cylinder engine was dropped for 2021.

REDESIGN/FRESHENING:
2010, 2018

SAFETY EQUIPMENT:
ABS, ESC, side and head protection airbags standard. FCW and AEB standard from 2020.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	↓	↓	↓	↓	↑	↑	↑	!	!	↑
Engine, Major	↓	⇊	!	⇊	⇈	↑	⇈	⇈	⇈	⇈
Engine Minor	↓	↑	⇊	⇊	⇈	⇈	⇈	!	⇈	⇈
Engine Cooling	⇈	⇈	↑	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Trans. Major	⇈	↑	!	!	⇈	⇈	⇈	⇈	↑	⇈
Trans. Minor	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Electric Motor										
EV Battery										
EV Charging										
Drive System	↑	!	!	⇊	⇈	⇈	⇈	!	⇈	⇈
Fuel System	⇊	↑	↓	↓	↑	⇈	↑	↑	↓	↑
Electrical	↑	⇈	↓	↑	⇈	⇈	⇈	⇈	⇈	⇈
Climate Syst.	!	!	!	↑	!	⇈	⇈	⇈	⇈	⇈
Suspension	!	!	↓	⇊	⇈	↑	⇈	↑	⇈	⇈
Brakes	⇊	⇊	⇊	↑	↑	↑	↑	⇈	⇈	⇈
Exhaust	⇊	⇊	⇊	⇈	⇈	⇈	⇈	⇈	↑	⇈
Paint/Trim	!	⇊	!	↓	↑	↑	↑	⇈	!	↑
Noises & Leaks	!	↓	⇈	⇊	↑	!	↑	⇊	⇈	!
Body Hardware	↑	!	↑	⇈	⇈	↑	⇈	↑	↑	⇈
Power Equip.	⇈	⇈	↑	↑	⇈	↑	↑	↑	↑	⇈
In-Car Electr.	↑	↑	!	↑	↑	↑	⇈	⇈	!	!

PRICES

2014	$7,900 - $10,000
2015	$7,400 - $11,100
2016	$8,800 - $12,500
2017	$10,800 - $14,200
2018	$13,200 - $18,900
2019	$15,000 - $21,000
2020	$16,500 - $22,000
2021	$17,600 - $24,300
2022	$20,500 - $34,100
2023	$22,700 - $30,400

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	Good	↑/⇈
2015	Good	Good	↑/⇈
2016	Good	Good	↑/⇈
2017	Good	Good	↑/⇈
2018	Good	Good	⇈/⇈
2019	Good	Good	⇈/⇈
2020	Good	Good	⇈/⇈
2021	Good	Good	⇈/⇈
2022	Good	Good	⇈/⇈
2023	Good	Good	⇈/⇈

Chevrolet Impala

For 2014, the Impala was completely redesigned. With a contemporary interior and powertrain, as well as impressive ride and handling, it became one of our top-rated sedans. The spacious and quiet cabin features generally high-quality materials and trim. Get the 2LT to garner Impala's advanced safety systems. The Convenience package includes the rear-view camera, which is essential, given the Impala's poor rear visibility. The Driver Confidence package adds forward-collision warning, rear cross-traffic alert, blind spot detection and lane departure warning. Changes for 2015 included standard WiFi hotspot capability and the addition of a new start/stop system for the four-cylinder. A compressed natural gas (CNG) version was also offered. Updates for 2016 included Apple CarPlay capability and wireless cell phone charging. 2020 was the last year for the Impala.

REDESIGN/FRESHENING:
2014

SAFETY EQUIPMENT:
ABS, ESC, side and head protection airbags standard.

DRIVE WHEELS:
Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	↓	!	!	!	↓	↓	*			
Engine, Major	↑	⇈	⇈	⇈	⇈	⇈	*			
Engine Minor	↑	⇈	⇈	⇈	⇈	⇈	*			
Engine Cooling	⇈	⇈	⇈	⇈	⇈	⇈	*			
Trans. Major	⇈	⇊	⇈	⇊	↑	!	*			
Trans. Minor	⇊	⇈	⇈	↑	⇈	⇈	*			
Electric Motor										
EV Battery										
EV Charging										
Drive System	⇊	⇈	↓	⇈	⇊	⇈	*			
Fuel System	⇊	↑	⇈	⇈	!	⇊	*			
Electrical	⇈	↑	⇈	⇈	⇈	⇈	*			
Climate Syst.	⇈	!	⇊	!	⇊	⇊	*			
Suspension	↓	!	↓	!	↓	⇈	*			
Brakes	!	↓	↑	!	!	⇈	*			
Exhaust	⇊	!	!	↑	⇈	!	*			
Paint/Trim	↑	⇈	⇈	⇊	!	⇈	*			
Noises & Leaks	!	⇈	↑	↑	⇊	⇈	*			
Body Hardware	!	↑	⇈	!	!	⇈	*			
Power Equip.	↑	!	!	⇈	⇊	⇊	*			
In-Car Electr.	!	!	⇈	↑	!	⇈	*			

PRICES

2014	$6,500 - $11,000
2015	$7,400 - $12,000
2016	$8,800 - $13,100
2017	$12,700 - $15,300
2018	$14,600 - $17,200
2019	$16,700 - $19,800
2020	$19,300 - $22,300
2021	-
2022	-
2023	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	NT	⇈/⇈
2015	Good	Accept.	⇈/⇈
2016	Good	Accept.	⇈/⇈
2017	Good	Accept.	⇈/⇈
2018	Good	Accept.	⇈/⇈
2019	Good	Accept.	⇈/⇈
2020	Good	Accept.	⇈/⇈
2021	-	-	-
2022	-	-	-
2023	-	-	-

⇊ ↓ ! ↑ ⇈ WORSE ⟝⟞ BETTER ✓ GOOD BET

Chevrolet Malibu

In 2013 the Malibu was redesigned, and based on the Buick Regal. Both the normally-aspirated and turbo four-cylinders are quiet and refined. The 2.5-liter four-cylinder returned 26 mpg. The quicker 2.0-liter turbo four-cylinder got 24 mpg. The rear seat is tight. The stylish 2016 redesign got smaller, more efficient turbo engines and a hybrid that got an impressive 41 mpg in our testing. For 2019, the 1.5-liter turbo engine was paired to a CVT, and returned 29 mpg overall in our tests. The sedan soldiers on unchanged, with a comfortable ride and quiet, spacious cabin. Handling is respectable, too, in a class where competitors can feel mundane to drive. Two turbo four-cylinder engines are offered. Up front is a comfortable cockpit and an updated version of Chevrolet's infotainment system. But the cloth seats provide less back and leg support than the leather seats.

REDESIGN/FRESHENING:
2013, 2016

SAFETY EQUIPMENT:
ABS, ESC, side and head protection airbags standard.

DRIVE WHEELS:
Front

RELIABILITY HISTORY

	'14	'15	**'16**	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	⇊	!	↓	↓	↓	*	*	*	*	*
Engine, Major	⇊	⇈	↓	⇈	↓	*	*	*	*	*
Engine Minor	⇊	!	⇊	!	↓	*	*	*	*	*
Engine Cooling	↑	!	⇈	⇈	↑	*	*	*	*	*
Trans. Major	!	⇈	⇊	⇊	⇊	*	*	*	*	*
Trans. Minor	⇊	↑	!	⇊	⇊	*	*	*	*	*
Electric Motor										
EV Battery										
EV Charging										
Drive System	⇊	↑	⇊	⇊	⇈	*	*	*	*	*
Fuel System	⇊	↓	⇊	⇈	⇊	*	*	*	*	*
Electrical	⇊	⇈	↓	⇈	⇈	*	*	*	*	*
Climate Syst.	⇊	↑	⇈	!	!	*	*	*	*	*
Suspension	⇊	↑	↑	↓	⇊	*	*	*	*	*
Brakes	⇊	↑	↑	↑	⇊	*	*	*	*	*
Exhaust	⇊	⇈	⇈	⇈	↑	*	*	*	*	*
Paint/Trim	↓	↓	⇊	⇈	⇈	*	*	*	*	*
Noises & Leaks	↓	↓	⇊	↓	↓	*	*	*	*	*
Body Hardware	⇊	⇊	⇊	⇈	⇈	*	*	*	*	*
Power Equip.	⇊	!	⇊	⇊	⇈	*	*	*	*	*
In-Car Electr.	⇊	!	⇊	⇊	⇈	*	*	*	*	*

PRICES

2014	$7,800 - $9,600
2015	$8,700 - $10,900
2016	$8,800 - $13,200
2017	$10,900 - $15,200
2018	$12,700 - $17,300
2019	$14,700 - $19,500
2020	$16,800 - $21,900
2021	$18,100 - $24,100
2022	$20,300 - $25,800
2023	$22,200 - $27,600

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	Good	⇈/⇈
2015	Good	Good	⇈/⇈
2016	Good	Good	⇈/⇈
2017	Good	Good	⇈/⇈
2018	Good	Good	⇈/⇈
2019	Good	Good	⇈/↑
2020	Good	Good	⇈/↑
2021	Good	Good	⇈/↑
2022	Good	Good	⇈/↑
2023	Good	Good	⇈/↑

Chevrolet Silverado 1500

Chevrolet's full-size Silverado has powerful engines, responsive handling, and a decent ride, but the powertrains aren't as refined as some competitors'. A redesign for 2014 brought a more spacious cabin that is as quiet as a luxury car's. Fuel economy from the 5.3-liter V8 is 16 mpg, but the truck feels sluggish. Compared to other full-sized trucks, this generation Silverado's cab was easier to get into. Updates for 2015 included an eight-speed automatic for the 6.2-liter V8; in 2016 the 5.3-liter got it too. The 2019 redesign saw the 5.3-liter V8 become smoother and more responsive, and fuel economy improved to 17 mpg overall. The ride is stiff and snappy, but handling is sound and secure. The infotainment system is easy to use. Rear-seat room in crew-cab versions is immense, but the high step-in requires a climb. A 3.0-liter six-cylinder diesel paired to a 10-speed automatic arrived for 2020, which returned 23 mpg overall in our tests. Other changes for 2020 saw the ride improve.

REDESIGN/FRESHENING:
2014, 2019

SAFETY EQUIPMENT:
ABS, ESC, side and head protection airbags standard.

DRIVE WHEELS:
4WD; Rear

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	**'19**	'20	'21	'22	'23
Overall Reliability	↓	↓	↓	↓	↓	↓	!	↓	↓	↓
Engine, Major	↑	↓	↑	!	↓	↓	↑	⇊	↓	↑
Engine Minor	⇈	↓	↑	↑	!	!	⇈	↑	↑	⇈
Engine Cooling	⇈	↑	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Trans. Major	⇊	⇊	⇊	⇊	⇊	⇊	!	↑	⇈	⇈
Trans. Minor	!	↑	⇊	⇊	⇊	⇊	↑	⇈	↑	⇈
Electric Motor										
EV Battery										
EV Charging										
Drive System	!	↑	↑	↓	↓	⇈	↑	⇈	↑	↑
Fuel System	↓	!	⇈	⇊	⇈	!	↓	↓	⇈	↓
Electrical	↑	↓	⇈	↑	↓	↑	⇈	⇈	⇈	↑
Climate Syst.	⇊	⇊	⇊	↓	↓	↑	!	⇈	⇈	↑
Suspension	!	↑	↑	!	!	⇈	↑	↑	↑	↑
Brakes	↓	⇊	!	↓	⇈	⇊	↑	↑	⇈	⇈
Exhaust	!	↑	⇈	↑	↑	↑	⇈	⇈	⇈	!
Paint/Trim	⇊	⇊	!	!	!	↑	⇈	↑	↓	↑
Noises & Leaks	↑	↑	↑	!	↑	↓	!	!	⇈	↑
Body Hardware	↓	⇊	⇈	↑	!	↑	⇈	⇈	↑	!
Power Equip.	↓	!	!	!	!	!	↑	↑	⇈	⇈
In-Car Electr.	!	⇊	↓	↓	↓	↓	!	↑	!	↓

PRICES

2014	$9,500 - $20,500
2015	$10,600 - $24,800
2016	$12,200 - $28,000
2017	$13,800 - $30,600
2018	$15,200 - $35,100
2019	$19,600 - $40,200
2020	$21,400 - $45,100
2021	$25,000 - $48,800
2022	$28,300 - $60,400
2023	$33,300 - $66,300

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	NT	⇈/⇈
2015	Good	NT	⇈/⇈
2016	Good	Marg.	⇈/⇈
2017	Good	Marg.	⇈/⇈
2018	Good	Marg.	⇈/⇈
2019	Good	Good	↑/⇈
2020	Good	Good	↑/⇈
2021	Good	Good	↑/⇈
2022	Good	Good	↑/⇈
2023	Good	Good	↑/⇈

Chevrolet Sonic

The standard Sonic uses an unimpressive 1.8-liter four-cylinder engine, which makes the expense of upgrading to the modestly quicker and more fuel-efficient 1.4-liter turbocharged four-cylinder worthwhile. The six-speed manual transmission is somewhat balky, but the automatic has to dig for gears constantly. The turbocharged four-cylinder engine and six-speed manual in our tested LTZ produced lively acceleration and 30 mpg overall--two mpg better than the base engine. Handling is fairly nimble, the brakes are excellent, and the ride is civilized for this class. The sedan has a huge trunk and gives a better view out, but the hatchback version has more cargo versatility. Both offer a relatively quiet cabin, but the rear seats are cramped. Available features included heated seats, a sunroof, and a remote start. 2020 was the final year for the Sonic.

REDESIGN/FRESHENING:
2012

SAFETY EQUIPMENT:
ABS, ESC, side and head protection airbags standard.

DRIVE WHEELS:
Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	*	*	*	*	*	*	*			
Engine, Major	*	*	*	*	*	*	*			
Engine Minor	*	*	*	*	*	*	*			
Engine Cooling	*	*	*	*	*	*	*			
Trans. Major	*	*	*	*	*	*	*			
Trans. Minor	*	*	*	*	*	*	*			
Electric Motor										
EV Battery										
EV Charging										
Drive System	*	*	*	*	*	*	*			
Fuel System	*	*	*	*	*	*	*			
Electrical	*	*	*	*	*	*	*			
Climate Syst.	*	*	*	*	*	*	*			
Suspension	*	*	*	*	*	*	*			
Brakes	*	*	*	*	*	*	*			
Exhaust	*	*	*	*	*	*	*			
Paint/Trim	*	*	*	*	*	*	*			
Noises & Leaks	*	*	*	*	*	*	*			
Body Hardware	*	*	*	*	*	*	*			
Power Equip.	*	*	*	*	*	*	*			
In-Car Electr.	*	*	*	*	*	*	*			

PRICES

2014	$5,700 - $7,500
2015	$6,300 - $8,700
2016	$7,400 - $9,900
2017	$8,700 - $10,400
2018	$9,500 - $12,700
2019	$10,800 - $13,900
2020	$13,900 - $16,700
2021	-
2022	-
2023	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	Marg.	NT
2015	Good	Good	NT
2016	Good	Good	⇈/⇈
2017	Good	Good	⇈/⇈
2018	Good	Good	⇈/⇈
2019	Good	Good	⇈/⇈
2020	Good	Good	⇈/⇈
2021	-	-	-
2022	-	-	-
2023	-	-	-

Chevrolet Spark

Chevrolet's tiny Spark four-seat city car has some nice features, but it isn't a good deal. Its dinky 84-hp, 1.2-liter four-cylinder and jerky CVT combined to provide slow acceleration and its 32 mpg overall is not impressive for this class. The cabin is cramped and relentlessly noisy, the ride is stiff and jittery. While not exciting to drive, the Spark is maneuverable, easy to park, and boasts a rear seat fit for two adults. The EV version is surprisingly fun, giving the Spark plenty of smooth and quiet power. With a slightly longer wheelbase and lower roof, the redesigned 2016 Spark got a 98-hp, 1.4-liter four-cylinder that delivered leisurely acceleration and only 33 mpg overall, less than larger compact sedans. Handling is responsive but the darty steering feels unsettling at speed. Inside, the elevated seating position gives the driver a commanding view out. The rear seat, however, is better suited for a backpack. 2022 is the Spark's final year.

REDESIGN/FRESHENING:
2013, 2016

SAFETY EQUIPMENT:
ABS, ESC, side and head protection airbags standard.

DRIVE WHEELS:
Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	*	*	*	*	*	*	*	*	*	
Engine, Major	*	*	*	*	*	*	*	*	*	
Engine Minor	*	*	*	*	*	*	*	*	*	
Engine Cooling	*	*	*	*	*	*	*	*	*	
Trans. Major	*	*	*	*	*	*	*	*	*	
Trans. Minor	*	*	*	*	*	*	*	*	*	
Electric Motor										
EV Battery										
EV Charging										
Drive System	*	*	*	*	*	*	*	*	*	
Fuel System	*	*	*	*	*	*	*	*	*	
Electrical	*	*	*	*	*	*	*	*	*	
Climate Syst.	*	*	*	*	*	*	*	*	*	
Suspension	*	*	*	*	*	*	*	*	*	
Brakes	*	*	*	*	*	*	*	*	*	
Exhaust	*	*	*	*	*	*	*	*	*	
Paint/Trim	*	*	*	*	*	*	*	*	*	
Noises & Leaks	*	*	*	*	*	*	*	*	*	
Body Hardware	*	*	*	*	*	*	*	*	*	
Power Equip.	*	*	*	*	*	*	*	*	*	
In-Car Electr.	*	*	*	*	*	*	*	*	*	

PRICES

2014	$5,400 - $5,800
2015	$6,500 - $6,900
2016	$7,600 - $8,100
2017	$8,900 - $10,600
2018	$8,900 - $11,900
2019	$10,000 - $13,200
2020	$11,500 - $14,400
2021	$12,900 - $16,600
2022	$15,100 - $17,900
2023	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	Accept.	↑/⇈
2015	Good	Accept.	↑/⇈
2016	Good	NT	NT
2017	Good	NT	NT
2018	Good	NT	NT
2019	Good	NT	NT
2020	Good	NT	NT
2021	Good	NT	NT
2022	Good	NT	NT
2023	-	-	-

Chevrolet Suburban

GM's largest SUV is usually configured to hold seven passengers. It can haul massive loads or tow big trailers without breaking a sweat, thanks to its strong-but-thirsty 5.3-liter V8. The interior looks nice, but the third-row seats lack thigh support and don't fold into the floor. The automatic full-time 4WD system is a plus. The 2015 redesign brought a sumptuous and quiet interior, power folding second- and third-row seats, and available advanced safety features. LTZ or Premier versions with the magnetic ride control suspension have a better ride. The redesigned 2021 model got an independent rear suspension that improved ride comfort, handling, and third-row room. The standard 5.3-liter V8 is mated to a 10-speed automatic. The ride is comfortable, and handling is rather ponderous but safe. The enormous cabin is quiet, and the controls are easy to use except for the tricky gear selector. Note that the tall hood hurts forward visibility.

REDESIGN/FRESHENING:
2007, 2015, 2021

SAFETY EQUIPMENT:
ABS, ESC, side and head protection airbags standard. FCW and AEB standard from 2021.

DRIVE WHEELS:
4WD; Rear

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	*	↓	↓	↓	↓	❙	↑	⇊	*	⇊
Engine, Major	*	⇊	↑	⇊	↑	⇈	⇈	⇊	*	⇈
Engine Minor	*	⇈	⇈	↓	⇈	⇈	⇈	↓	*	↓
Engine Cooling	*	⇈	⇈	⇈	⇈	❙	↑	⇈	*	⇈
Trans. Major	*	⇊	⇊	⇊	↓	↑	⇈	⇈	*	⇈
Trans. Minor	*	⇊	⇈	↓	↓	⇈	⇈	⇈	*	⇈
Electric Motor										
EV Battery										
EV Charging										
Drive System	*	⇈	⇊	↑	⇊	⇈	⇈	❙	*	⇈
Fuel System	*	⇊	⇈	↑	⇈	⇈	⇈	⇈	*	⇈
Electrical	*	⇊	⇈	↓	↑	↑	⇈	↑	*	↓
Climate Syst.	*	⇊	⇊	⇊	↑	⇈	⇈	⇈	*	↓
Suspension	*	⇊	❙	❙	⇊	↓	⇈	⇊	*	⇈
Brakes	*	❙	↓	❙	⇈	↑	⇈	↑	*	⇈
Exhaust	*	⇈	❙	⇈	⇈	↑	⇈	↓	*	⇈
Paint/Trim	*	⇊	⇊	↓	↓	❙	⇊	⇈	*	⇊
Noises & Leaks	*	❙	↑	⇈	⇊	↑	⇊	↑	*	⇊
Body Hardware	*	↓	⇊	❙	↓	❙	⇈	❙	*	⇊
Power Equip.	*	⇊	↑	⇊	↑	↓	↑	⇊	*	⇈
In-Car Electr.	*	❙	⇊	⇊	⇈	↑	↑	↑	*	❙

PRICES

2014	$13,700 - $18,800
2015	$16,600 - $21,300
2016	$17,800 - $37,100
2017	$21,100 - $38,400
2018	$24,700 - $42,000
2019	$28,400 - $46,700
2020	$32,300 - $45,400
2021	$41,800 - $65,800
2022	$47,900 - $72,000
2023	$53,200 - $83,200

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	NT	NT	⇈/⇈
2015	NT	NT	↑/⇈
2016	NT	NT	↑/⇈
2017	NT	NT	↑/⇈
2018	NT	NT	↑/⇈
2019	NT	NT	↑/⇈
2020	NT	NT	↑/⇈
2021	NT	NT	↑/⇈
2022	NT	NT	↑/⇈
2023	NT	NT	↑/⇈

Chevrolet Tahoe

This full-sized SUV offers impressive towing and an absorbent low-speed ride. However, there is little cargo space behind the raised third row and the ride deteriorates on the highway. A 2015 redesign markedly improved the interior and added power folding second and third-row seats. Beyond that, it's essentially a shorter Suburban, with a 5.3-liter V8 and a six-speed automatic. A 6.2-liter V8 engine and 10-speed automatic transmission were also available. The magnetic ride control on the LTZ significantly improves handling and ride quality. The redesigned 2021 model gets an independent rear suspension that improved ride comfort and third-row room. The standard 5.3-liter V8 is mated to a 10-speed automatic transmission and together the powertrain supplies plenty of predictable uninterrupted power. Handling is rather ponderous but secure. Controls are very easy to use except for the tricky gear selector. It's a big step to get into the Tahoe and the tall hood cuts forward visibility.

REDESIGN/FRESHENING:
2007, 2015, 2021

SAFETY EQUIPMENT:
ABS, ESC, side and head protection airbags standard. FCW and AEB standard from 2021.

DRIVE WHEELS:
4WD; Rear

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	*	↓	⇊	⇊	↓	❙	↑	⇊	↓	↓
Engine, Major	*	⇈	⇈	⇊	↓	⇈	⇈	⇊	⇈	⇈
Engine Minor	*	⇊	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Engine Cooling	*	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Trans. Major	*	⇊	⇊	⇊	↑	↑	⇈	↑	⇈	⇈
Trans. Minor	*	↑	↓	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Electric Motor										
EV Battery										
EV Charging										
Drive System	*	↓	⇊	❙	⇊	⇈	⇈	↑	⇈	↓
Fuel System	*	↑	❙	↑	↑	↑	⇈	⇊	⇊	⇈
Electrical	*	⇈	⇈	↑	⇈	⇈	⇈	⇈	↑	⇈
Climate Syst.	*	⇊	⇊	⇊	⇊	⇊	⇈	❙	⇈	⇈
Suspension	*	⇊	⇊	⇈	⇊	❙	⇈	❙	⇈	⇈
Brakes	*	↑	⇊	⇊	⇊	↑	⇈	⇈	⇊	⇈
Exhaust	*	⇊	⇊	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Paint/Trim	*	⇊	⇊	↑	↑	⇈	⇊	⇊	⇈	↑
Noises & Leaks	*	❙	↓	⇊	⇊	↑	❙	⇊	⇊	⇈
Body Hardware	*	↑	↑	↓	⇈	⇈	⇊	⇈	↑	↑
Power Equip.	*	⇊	⇊	↓	❙	↓	↑	↓	⇈	⇈
In-Car Electr.	*	⇊	⇊	❙	❙	⇊	⇈	↑	⇊	↑

PRICES

2014	$13,000 - $18,800
2015	$16,500 - $22,700
2016	$18,500 - $26,600
2017	$21,300 - $30,800
2018	$24,200 - $33,900
2019	$27,500 - $40,500
2020	$30,800 - $45,300
2021	$41,200 - $60,000
2022	$48,400 - $69,500
2023	$52,700 - $78,000

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	NT	NT	⇈/⇈
2015	NT	NT	⇈/⇈
2016	NT	NT	⇈/⇈
2017	NT	NT	⇈/⇈
2018	NT	NT	⇈/⇈
2019	NT	NT	↑/⇈
2020	NT	NT	↑/⇈
2021	NT	NT	↑/⇈
2022	NT	NT	↑/⇈
2023	NT	NT	↑/⇈

Chevrolet Trailblazer

Chevrolet resurrected the Trailblazer name for its subcompact SUV, which effectively replaced the Trax and slots under the Equinox. It shares a platform and powertrain with the Buick Encore GX. Like the GX, base models get a 1.2-liter turbo three-cylinder, while upper trims and all-wheel-drive versions come with a 155-hp, 1.3-liter turbo engine and nine-speed automatic. This latter engine is responsive and fuel-efficient. For its small footprint, the Trailblazer provides ample room, but thick roof pillars and the lack of a third side window compromise rear and side visibility. The ride is decent, but handling is rather clumsy. Road noise is pronounced. Standard active safety features include FCW and AEB with pedestrian detection; BSW and RCTW are optional.

REDESIGN/FRESHENING:
2021

SAFETY EQUIPMENT:
ABS, ESC, side and head protection airbags standard. FCW and AEB standard.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability								●	*	⇈
Engine, Major								●	*	⇈
Engine Minor								⇈	*	⇈
Engine Cooling								⇈	*	⇈
Trans. Major								⇈	*	⇈
Trans. Minor								⇈	*	⇈
Electric Motor										
EV Battery										
EV Charging										
Drive System								⇈	*	⇈
Fuel System								⇈	*	⇈
Electrical								⇈	*	⇈
Climate Syst.								⇈	*	⇈
Suspension								⇈	*	⇈
Brakes								⇊	*	⇈
Exhaust								⇈	*	⇈
Paint/Trim								⇈	*	⇈
Noises & Leaks								⇊	*	⇈
Body Hardware								⇈	*	⇈
Power Equip.								⇈	*	⇈
In-Car Electr.								⇈	*	●

PRICES

2014	-
2015	-
2016	-
2017	-
2018	-
2019	-
2020	-
2021	$17,200 - $24,900
2022	$21,200 - $26,400
2023	$23,400 - $28,300

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	-	-	-
2018	-	-	-
2019	-	-	-
2020	-	-	-
2021	Good	Good	⇈/⇈
2022	Good	Good	⇈/⇈
2023	Good	Good	⇈/⇈

Chevrolet Traverse

The Traverse has a spacious and quiet interior, with a third-row seat roomy enough to accommodate adults. Seating for seven or eight is available. Handling is responsive and the ride is comfortable. The smooth 3.6-liter V6 mated to a six-speed automatic returned 16 mpg in our tests. A minor freshening for 2013 brought an improved infotainment system and a standard front-center air bag, which is designed to prevent the driver and passengers bumping heads during a side collision. Chevrolet made the Traverse longer in 2018, adding room for rear seat passengers. The redesigned model had a quiet interior, a very comfortable ride, and responsive handling. The tested 3.6-liter V6 supplied generous reserve power, helped by a nine-speed automatic transmission. We measured 20 mpg overall. 2020 included a new infotainment system, while the four-cylinder engine was dropped.

REDESIGN/FRESHENING:
2009, 2018, 2024

SAFETY EQUIPMENT:
ABS, ESC, side and head protection airbags standard. FCW and AEB standard.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	↓	↓	↓	●	⇊	↓	●	↓	↓	↓
Engine, Major	↑	●	⇈	⇈	⇈	⇈	⇈	⇊	⇈	⇈
Engine Minor	⇈	↓	↓	⇈	↓	⇈	⇈	⇈	⇈	⇈
Engine Cooling	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Trans. Major	⇊	⇊	⇊	↓	⇊	●	↑	⇈	⇈	⇈
Trans. Minor	●	⇊	⇈	↑	⇊	⇊	●	⇈	●	↑
Electric Motor										
EV Battery										
EV Charging										
Drive System	⇊	⇊	↓	↑	⇊	⇈	⇈	↑	⇈	⇈
Fuel System	↓	⇊	⇊	↑	↓	⇊	⇈	⇈	⇈	⇈
Electrical	⇈	●	⇈	⇈	⇈	↑	⇈	⇊	⇈	⇈
Climate Syst.	⇊	⇊	⇊	⇊	↓	●	●	↑	⇊	⇈
Suspension	⇊	⇊	⇊	⇊	●	↑	↑	↑	⇈	↑
Brakes	↓	⇊	⇊	↓	↓	●	⇈	⇊	⇊	⇊
Exhaust	↑	↑	↓	⇈	⇊	↓	⇈	⇊	⇈	⇈
Paint/Trim	↑	●	●	↑	↑	⇈	⇈	⇈	⇈	⇈
Noises & Leaks	↑	⇊	↑	⇈	⇊	↑	↑	↑	⇊	↑
Body Hardware	●	⇊	⇈	↑	●	●	⇊	⇈	●	⇈
Power Equip.	↑	⇈	●	●	⇊	↑	↑	↑	⇈	↓
In-Car Electr.	⇈	●	⇈	●	●	⇈	⇈	⇈	⇈	⇈

PRICES

2014	$8,800 - $11,800
2015	$10,200 - $13,600
2016	$10,400 - $16,200
2017	$12,900 - $19,100
2018	$15,700 - $26,600
2019	$17,800 - $31,200
2020	$21,000 - $35,800
2021	$24,300 - $40,200
2022	$27,400 - $43,300
2023	$31,400 - $47,800

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	NT	⇈/⇈
2015	Good	NT	⇈/⇈
2016	Good	NT	⇈/⇈
2017	Good	NT	⇈/⇈
2018	Good	Good	↑/⇈
2019	Good	Good	↑/⇈
2020	Good	Good	↑/⇈
2021	Good	Good	↑/⇈
2022	Good	Good	⇈/⇈
2023	Good	Good	⇈/⇈

⇊ ↓ ! ↑ ⇈ ✓
WORSE — BETTER GOOD BET

Chevrolet Trax

This bite-sized crossover, essentially a stripped down Buick Encore, is an ambitiously-priced budget model. Available in front- or all-wheel drive, the Trax has a 1.4-liter turbo four-cylinder and six-speed automatic, which delivered lukewarm performance. Despite the small-displacement turbo engine designed to save fuel, we got only 25 mpg overall with our all-wheel-drive Trax. The cabin is narrow, cramped, and overall basic, with just a few amenities. The front seats are narrow with firm side bolsters, making you feel as if you're sitting on top of them rather than being welcomed within them. The slanted rear hatch limits the ability to carry tall items in the cargo area. Pronounced engine noise and stiff ride don't add to the experience. Overall, we would skip the Trax like a stone across a pond. There is no 2023 model, but the Trax is redesigned for 2024 as a front-wheel drive only model.

REDESIGN/FRESHENING:
2015, 2024

SAFETY EQUIPMENT:
ABS, ESC, side and head protection airbags standard.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability		*	*	*	↓	*	⇈	*	*	
Engine, Major		*	*	*	⇊	*	⇈	*	*	
Engine Minor		*	*	*	⇈	*	⇈	*	*	
Engine Cooling		*	*	*	⇈	*	⇈	*	*	
Trans. Major		*	*	*	⇈	*	⇈	*	*	
Trans. Minor		*	*	*	⇈	*	⇈	*	*	
Electric Motor										
EV Battery										
EV Charging										
Drive System		*	*	*	⇊	*	⇈	*	*	
Fuel System		*	*	*	⇈	*	⇈	*	*	
Electrical		*	*	*	⇈	*	⇈	*	*	
Climate Syst.		*	*	*	⇊	*	⇊	*	*	
Suspension		*	*	*	⇊	*	⇈	*	*	
Brakes		*	*	*	!	*	⇈	*	*	
Exhaust		*	*	*	↓	*	⇈	*	*	
Paint/Trim		*	*	*	⇊	*	⇈	*	*	
Noises & Leaks		*	*	*	⇈	*	⇈	*	*	
Body Hardware		*	*	*	⇊	*	⇈	*	*	
Power Equip.		*	*	*	↓	*	⇈	*	*	
In-Car Electr.		*	*	*	⇊	*	⇈	*	*	

PRICES

2014	-
2015	$6,100 - $9,500
2016	$7,200 - $10,700
2017	$8,200 - $11,800
2018	$10,700 - $13,900
2019	$12,100 - $16,400
2020	$13,900 - $17,200
2021	$14,900 - $17,200
2022	$17,700 - $19,900
2023	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	-	-	-
2015	Good	Good	⇈/⇈
2016	Good	Good	⇈/⇈
2017	Good	Good	⇈/⇈
2018	Good	Good	⇈/⇈
2019	Good	Good	⇈/⇈
2020	Good	Good	⇈/⇈
2021	Good	Good	⇈/⇈
2022	Good	Good	⇈/⇈
2023	-	-	-

Chevrolet Volt

The Volt is quick, quiet, and responsive, and uses a backup gas engine to extend beyond its electric range. The first generation could run about 35 miles on electric power. Once the lithium-ion battery is depleted, the 1.4-liter engine turns on to extend the driving range. It takes about 4 hours to recharge on a 240-volt supply and about 10 hours on 120 volts. We got 2.93 miles per kWh overall and 32 mpg overall on gas mode. Ride and handling are sound. Visibility is wanting, the controls are a jumble, and as a four-seater, practicality is compromised. A 2016 redesign made the Volt quicker and quieter, and visibility, ergonomics, and ride comfort all improved. This generation Volt could go about 50 miles on electricity before transitioning to traditional hybrid mode. It had sufficient electric power for low-speed driving as a hybrid, typically up to 25 mph. In that mode alone we measured 38 mpg. 2019 was the Volt's last year.

REDESIGN/FRESHENING:
2011, 2016

SAFETY EQUIPMENT:
ABS, ESC, side and head protection airbags standard.

DRIVE WHEELS:
Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	↓	*	*	↓	↓	!				
Engine, Major	⇈	*	*	⇈	!	⇈				
Engine Minor	⇈	*	*	!	!	⇈				
Engine Cooling	⇈	*	*	⇈	⇈	⇈				
Trans. Major	⇈	*	*	⇈	⇈	⇈				
Trans. Minor	⇊	*	*	!	⇊	⇊				
Electric Motor	⇊	*	*	⇊	!	⇈				
EV Battery	⇊	*	*	⇊	⇊	⇈				
EV Charging	⇊	*	*	!	⇊	!				
Drive System	⇈	*	*	!	!	⇈				
Fuel System	⇈	*	*	⇊	⇊	⇊				
Electrical	⇈	*	*	⇈	!	⇈				
Climate Syst.	↑	*	*	⇈	⇈	↓				
Suspension	↑	*	*	⇈	↓	⇈				
Brakes	⇈	*	*	↑	⇈	↓				
Exhaust	⇈	*	*	⇊	⇈	⇈				
Paint/Trim	⇈	*	*	⇈	⇈	⇈				
Noises & Leaks	⇈	*	*	↓	↓	⇈				
Body Hardware	⇈	*	*	⇈	⇈	⇈				
Power Equip.	↓	*	*	⇊	!	⇈				
In-Car Electr.	⇈	*	*	↓	⇊	↑				

PRICES

2014	$7,200 - $7,200
2015	$8,400 - $8,400
2016	$10,400 - $12,600
2017	$12,800 - $13,900
2018	$16,200 - $17,300
2019	$17,700 - $19,700
2020	-
2021	-
2022	-
2023	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	Accept.	↑/⇈
2015	Good	Accept.	↑/⇈
2016	Good	Good	NT
2017	Good	Good	⇈/⇈
2018	Good	Good	⇈/⇈
2019	Good	Good	⇈/⇈
2020	-	-	-
2021	-	-	-
2022	-	-	-
2023	-	-	-

Chrysler 300

The Chrysler 300 offered a choice of two V6 engines or, in 300C trim, a strong V8. The 300C accelerated well but drank fuel, and handling was unexceptional. We found the ride in the V6 Touring trim to be supple and controlled but the 300C felt stiffer. The styling impeded the view out and made the cabin feel claustrophobic. A much-improved redesign arrived for 2011, making this car a respectable, large luxury cruiser. A smooth eight-speed automatic was added to the V6 in 2012 and extended to the V8s three years later. The 5.7-liter V8 is punchy but thirsty; the 3.6-liter V6 is plenty powerful and got a good 22 mpg overall in our tests. The 300's stately ride, responsive handling, and quiet cabin make it feel like a true luxury car. The touchscreen infotainment system was one of the best at the time. Updates for 2015 included minor revisions to exterior styling, slightly plusher interior trim, and steering tweaks. 2023 is the 300's final year.

REDESIGN/FRESHENING:
2011

SAFETY EQUIPMENT:
ABS, ESC, side and head protection airbags standard.

DRIVE WHEELS:
AWD; Rear

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	▲	*	*	*	*	*	*	*	*	*
Engine, Major	▲▲	*	*	*	*	*	*	*	*	*
Engine Minor	▼▼	*	*	*	*	*	*	*	*	*
Engine Cooling	▲▲	*	*	*	*	*	*	*	*	*
Trans. Major	▲▲	*	*	*	*	*	*	*	*	*
Trans. Minor	▲▲	*	*	*	*	*	*	*	*	*
Electric Motor										
EV Battery										
EV Charging										
Drive System	!	*	*	*	*	*	*	*	*	*
Fuel System	!	*	*	*	*	*	*	*	*	*
Electrical	▲▲	*	*	*	*	*	*	*	*	*
Climate Syst.	!	*	*	*	*	*	*	*	*	*
Suspension	!	*	*	*	*	*	*	*	*	*
Brakes	▲▲	*	*	*	*	*	*	*	*	*
Exhaust	▲▲	*	*	*	*	*	*	*	*	*
Paint/Trim	▲	*	*	*	*	*	*	*	*	*
Noises & Leaks	▲	*	*	*	*	*	*	*	*	*
Body Hardware	▲▲	*	*	*	*	*	*	*	*	*
Power Equip.	▲	*	*	*	*	*	*	*	*	*
In-Car Electr.	▲	*	*	*	*	*	*	*	*	*

PRICES

2014	$9,700 - $23,100
2015	$10,600 - $16,800
2016	$13,500 - $18,300
2017	$14,600 - $20,800
2018	$16,700 - $20,800
2019	$18,700 - $24,000
2020	$20,900 - $26,800
2021	$23,300 - $29,600
2022	$26,100 - $34,500
2023	$31,700 - $41,500

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	NT	▲▲/▲▲
2015	Good	Marg.	NT
2016	Good	Marg.	▲/▲▲
2017	Good	Marg.	▲/▲▲
2018	Good	Marg.	▲/▲▲
2019	Good	Marg.	▲/▲▲
2020	Good	Marg.	▲/▲▲
2021	Good	Marg.	▲/▲▲
2022	Good	Marg.	▲/▲▲
2023	Good	Marg.	▲/▲▲

Chrysler Pacifica

The Pacifica name was resurrected for the new 2017 Town & Country minivan replacement. The minivan is offered in seven- and eight-passenger configurations and retains the handy fold-into-the-floor second- row seats. But these seats have limited thigh support. The 3.6-liter V6 engine, paired with a nine-speed automatic transmission, provides ample power and gets a decent 21 mpg overall. Handling is responsive, the ride is comfortable, and the cabin is quiet. A plug-in hybrid version is available with an electric range of about 30 miles before it reverts to hybrid operation and gets 27 mpg overall. Optional all-wheel drive became available for 2021 along with an updated version of Chrysler's UConnect infotainment system and more standard safety features. The Hybrid specifically suffers from poor reliability.

REDESIGN/FRESHENING:
2004, 2017

SAFETY EQUIPMENT:
ABS, ESC, and head protection airbags std. Side airbags std. from 2017. FCW and AEB std. from 2021.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability				▼	▼	▼	▼	!	▲▲	▼
Engine, Major				▼▼	▼▼	!	▲▲	▲▲	▲▲	▲▲
Engine Minor				▲	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲
Engine Cooling				▲▲	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲
Trans. Major				▼▼	▼▼	▲	▲	!	▲▲	▲▲
Trans. Minor				▼▼	▼	▼	!	▲▲	▲▲	▲▲
Electric Motor										
EV Battery										
EV Charging										
Drive System				▼	▼	▲	▲	!	▲▲	▼▼
Fuel System				▼	▲	▲▲	▲	▲▲	▲▲	▲▲
Electrical				▲	▼▼	▲▲	▲▲	!	▲▲	▲▲
Climate Syst.				▼▼	▼▼	▼▼	▲	▲▲	▲▲	▲▲
Suspension				▼▼	▲▲	!	▼	▲▲	▲▲	▲▲
Brakes				▲	!	!	▼	!	▲▲	▲▲
Exhaust				▲▲	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲
Paint/Trim				▼▼	▼▼	▼▼	▼▼	▲▲	▲▲	▲▲
Noises & Leaks				!	▲▲	▲	!	!	!	▲▲
Body Hardware				▼▼	!	▲	▼▼	▲▲	▲▲	▲▲
Power Equip.				▼▼	▼▼	▼▼	▼▼	!	▲▲	▼▼
In-Car Electr.				▼▼	▼▼	▼▼	▼▼	▼	▼▼	▼▼

PRICES

2014	-
2015	-
2016	-
2017	$12,600 - $17,700
2018	$14,700 - $20,000
2019	$18,700 - $26,600
2020	$23,200 - $30,400
2021	$26,400 - $40,700
2022	$30,400 - $45,300
2023	$35,400 - $50,600

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	Good	Good	▲▲/▲▲
2018	Good	Good	▲▲/▲▲
2019	Good	Good	▲▲/▲▲
2020	Good	Good	▲▲/▲▲
2021	Good	Good	▲▲/▲▲
2022	Good	Good	▲▲/▲▲
2023	Good	Good	▲▲/▲▲

Chrysler Town & Country

The Town & Country is an upscale, seven-seat version of the Dodge Grand Caravan. In pre-2008 models you can expect a fairly composed ride and secure handling. The handy Stow'n Go seating system that debuted in 2005 allows both rear rows to fold flat into the floor. The standard 3.3-liter V6 provided lackluster acceleration and unimpressive fuel economy. A stronger 3.8-liter V6 was also available. The 2008 redesign brought new features, improved safety gear, and a quieter, more comfortable cabin, but handling, braking, fuel economy, and fit and finish still weren't impressive. A 2011 update brought a new 3.6-liter V6 that considerably improved fuel economy, improved handling, and better interior quality. 2016 was the Town & Country's last model year, replaced by the much better Pacifica minivan.

REDESIGN/FRESHENING:
2011

SAFETY EQUIPMENT:
ABS, ESC, and head protection airbags standard.

DRIVE WHEELS:
Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	↓	↓	⇊							
Engine, Major	↑	!	⇊							
Engine Minor	⇊	↓	⇊							
Engine Cooling	⇊	⇈	⇈							
Trans. Major	⇊	⇊	⇊							
Trans. Minor	⇊	↓	!							
Electric Motor										
EV Battery										
EV Charging										
Drive System	⇈	!	!							
Fuel System	↑	↑	!							
Electrical	⇊	⇈	!							
Climate Syst.	⇊	⇊	⇊							
Suspension	!	!	!							
Brakes	⇊	↓	⇊							
Exhaust	↑	↓	↑							
Paint/Trim	⇊	⇊	⇊							
Noises & Leaks	⇊	!	⇊							
Body Hardware	⇊	⇊	⇊							
Power Equip.	⇊	↓	⇊							
In-Car Electr.	↓	!	!							

PRICES

2014	$9,000 - $10,700
2015	$9,200 - $12,100
2016	$11,000 - $13,300
2017	-
2018	-
2019	-
2020	-
2021	-
2022	-
2023	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	Poor	↑/⇈
2015	Good	Poor	↑/⇈
2016	Good	Poor	↑/⇈
2017	-	-	-
2018	-	-	-
2019	-	-	-
2020	-	-	-
2021	-	-	-
2022	-	-	-
2023	-	-	-

Dodge Challenger

This large coupe is based on the Chrysler 300/Dodge Charger, and inspired by the 1960s muscle car, but it comes up a bit short on sporty credentials. It's very quick in a straight line but handling lacks agility. The brawny V8 engines emit an invigorating growl, and a V6 is also available. It's a fairly comfortable cruiser. Easy-to-use controls, decent interior quality and the ability to seat five are pluses. Some tweaks for 2011 made for more responsive cornering with a small sacrifice in ride comfort. Updates in 2015 brought various cosmetic changes, performance-oriented features, and a choice of V6 and V8 engines spread over a bewildering eight different trim lines, culminating in the Hellcat version. Our tested R/T model felt bulky in routine driving, but proved surprisingly capable despite its heft. Braking was exceptional. New for 2017 was an all-wheel-drive GT version with a V6 engine. 2023 was the Challenger's final year.

REDESIGN/FRESHENING:
2011

SAFETY EQUIPMENT:
ABS, ESC, and head protection airbags standard.

DRIVE WHEELS:
AWD; Rear

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	*	*	*	*	*	*	*	*	*	*
Engine, Major	*	*	*	*	*	*	*	*	*	*
Engine Minor	*	*	*	*	*	*	*	*	*	*
Engine Cooling	*	*	*	*	*	*	*	*	*	*
Trans. Major	*	*	*	*	*	*	*	*	*	*
Trans. Minor	*	*	*	*	*	*	*	*	*	*
Electric Motor										
EV Battery										
EV Charging										
Drive System	*	*	*	*	*	*	*	*	*	*
Fuel System	*	*	*	*	*	*	*	*	*	*
Electrical	*	*	*	*	*	*	*	*	*	*
Climate Syst.	*	*	*	*	*	*	*	*	*	*
Suspension	*	*	*	*	*	*	*	*	*	*
Brakes	*	*	*	*	*	*	*	*	*	*
Exhaust	*	*	*	*	*	*	*	*	*	*
Paint/Trim	*	*	*	*	*	*	*	*	*	*
Noises & Leaks	*	*	*	*	*	*	*	*	*	*
Body Hardware	*	*	*	*	*	*	*	*	*	*
Power Equip.	*	*	*	*	*	*	*	*	*	*
In-Car Electr.	*	*	*	*	*	*	*	*	*	*

PRICES

2014	$12,900 - $23,800
2015	$13,900 - $41,900
2016	$15,900 - $43,600
2017	$17,300 - $46,700
2018	$18,400 - $122,600
2019	$21,200 - $66,600
2020	$23,200 - $73,300
2021	$25,100 - $77,800
2022	$26,600 - $88,900
2023	$28,800 - $109,400

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	NT	NT	⇈/⇈
2015	Good	Marg.	↑/⇈
2016	Good	Marg.	↑/⇈
2017	Good	Marg.	↑/⇈
2018	Good	Marg.	↑/⇈
2019	Good	Marg.	↑/⇈
2020	Good	Marg.	↑/⇈
2021	Good	Marg.	↑/⇈
2022	Good	Marg.	↑/⇈
2023	Good	Marg.	↑/⇈

Dodge Charger

The Charger, a sibling of the Chrysler 300, was available with a 3.5-liter V6 or a 5.7-liter V8, which got only 17 mpg overall in our testing. Look for a 2011 or later vintage because of significant improvements and better crash worthiness. That Charger was more responsive and comfortable, with better visibility and a nicer interior. A slick eight-speed automatic was added to the V6 in 2012 and the infotainment system is among the best. Exterior and interior updates arrived for 2015, further improving the Charger. The power-mad can have a 485-hp 6.4-liter or the Hellcat's 707-hp supercharged V8. All-wheel drive is optional on mainstream versions. Apple CarPlay and Android Auto were available starting in 2018. A new Widebody model, with its integrated fender flares adding 3.5 inches of body width, joined the line for 2020. 2023 is the Charger's final year.

REDESIGN/FRESHENING:
2011

SAFETY EQUIPMENT:
ABS, ESC, and head protection airbags standard.

DRIVE WHEELS:
AWD; Rear

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	*	*	*	*	*	*	*	*	*	*
Engine, Major	*	*	*	*	*	*	*	*	*	*
Engine Minor	*	*	*	*	*	*	*	*	*	*
Engine Cooling	*	*	*	*	*	*	*	*	*	*
Trans. Major	*	*	*	*	*	*	*	*	*	*
Trans. Minor	*	*	*	*	*	*	*	*	*	*
Electric Motor										
EV Battery										
EV Charging										
Drive System	*	*	*	*	*	*	*	*	*	*
Fuel System	*	*	*	*	*	*	*	*	*	*
Electrical	*	*	*	*	*	*	*	*	*	*
Climate Syst.	*	*	*	*	*	*	*	*	*	*
Suspension	*	*	*	*	*	*	*	*	*	*
Brakes	*	*	*	*	*	*	*	*	*	*
Exhaust	*	*	*	*	*	*	*	*	*	*
Paint/Trim	*	*	*	*	*	*	*	*	*	*
Noises & Leaks	*	*	*	*	*	*	*	*	*	*
Body Hardware	*	*	*	*	*	*	*	*	*	*
Power Equip.	*	*	*	*	*	*	*	*	*	*
In-Car Electr.	*	*	*	*	*	*	*	*	*	*

PRICES

2014	$9,300 - $24,400
2015	$11,200 - $40,500
2016	$12,400 - $43,400
2017	$16,300 - $45,400
2018	$18,100 - $51,600
2019	$19,700 - $58,000
2020	$22,600 - $67,200
2021	$23,400 - $78,400
2022	$24,500 - $87,900
2023	$26,200 - $95,300

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	NT	🔼/⏫
2015	Good	Marg.	NT
2016	Good	Marg.	🔼/⏫
2017	Good	Marg.	🔼/⏫
2018	Good	Marg.	🔼/⏫
2019	Good	Marg.	🔼/⏫
2020	Good	Marg.	🔼/⏫
2021	Good	Marg.	🔼/⏫
2022	Good	Marg.	🔼/⏫
2023	Good	Marg.	🔼/⏫

Dodge Durango

The Durango's 2011 redesign was a significant improvement. Its 5.7-liter Hemi V8 provided quick acceleration, but at the expense of fuel economy. The seats are comfortable, the controls are easy to use, and the third-row seat is roomy. Handling is impressively agile. In 2014, the Uconnect infotainment system arrived along with a new eight-speed automatic, which improved fuel economy and performance with both engines. Cargo room is generous, and the Durango can tow 1,000 to 2,000 pounds more than competitors. Rear visibility is limited, so make sure to buy one with the rear-view camera. Updates for 2021 included a new top-level Uconnect 5 infotainment system with a 10.1-inch touchscreen, along with the arrival of the SRT Hellcat, which cranks out 710 hp from a supercharged 6.2-liter V8. There's also a refreshed interior with new controls, including dedicated heated and cooled seat buttons and a more intuitive gear selector.

REDESIGN/FRESHENING:
2014

SAFETY EQUIPMENT:
ABS, ESC, side and head protection airbags standard.

DRIVE WHEELS:
AWD; Rear

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	🔽	🔽	*	*	🔽	*	*	*	*	*
Engine, Major	⏫	⏫	*	*	⏫	*	*	*	*	*
Engine Minor	⏬	●	*	*	⏫	*	*	*	*	*
Engine Cooling	⏫	●	*	*	⏫	*	*	*	*	*
Trans. Major	⏬	⏬	*	*	⏫	*	*	*	*	*
Trans. Minor	⏬	⏫	*	*	⏫	*	*	*	*	*
Electric Motor										
EV Battery										
EV Charging										
Drive System	⏬	🔼	*	*	⏫	*	*	*	*	*
Fuel System	⏫	⏫	*	*	⏫	*	*	*	*	*
Electrical	⏫	⏫	*	*	⏫	*	*	*	*	*
Climate Syst.	⏬	🔼	*	*	●	*	*	*	*	*
Suspension	⏬	⏬	*	*	⏫	*	*	*	*	*
Brakes	⏬	🔼	*	*	🔽	*	*	*	*	*
Exhaust	⏫	⏫	*	*	⏫	*	*	*	*	*
Paint/Trim	⏫	●	*	*	⏬	*	*	*	*	*
Noises & Leaks	●	⏬	*	*	⏬	*	*	*	*	*
Body Hardware	⏫	●	*	*	🔽	*	*	*	*	*
Power Equip.	⏬	⏬	*	*	⏬	*	*	*	*	*
In-Car Electr.	🔽	⏫	*	*	⏬	*	*	*	*	*

PRICES

2014	$11,500 - $16,200
2015	$13,100 - $18,700
2016	$14,600 - $20,700
2017	$16,700 - $22,700
2018	$19,300 - $38,100
2019	$22,500 - $44,700
2020	$24,300 - $49,000
2021	$26,500 - $74,000
2022	$29,200 - $59,000
2023	$31,100 - $89,900

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	Marg.	🔼/⏫
2015	Good	Marg.	🔼/⏫
2016	Good	Marg.	🔼/⏫
2017	Good	Marg.	🔼/⏫
2018	Good	Marg.	🔼/⏫
2019	Good	Marg.	🔼/⏫
2020	Good	Marg.	🔼/⏫
2021	Good	Marg.	🔼/⏫
2022	Good	Marg.	🔼/⏫
2023	Good	Marg.	🔼/⏫

⇊ ↓ ○ ↑ ⇈ WORSE — BETTER ✓ GOOD BET

Dodge Grand Caravan

The Caravan and extended-length Grand Caravan have some good points but have been mediocre competitors for years. Expect a quiet ride and OK handling. The Stow-'N-Go seating system that debuted in Grand Caravans for 2005 allow both rear rows to fold flat into the floor. The standard 3.3-liter V6 provided lackluster acceleration and unimpressive fuel economy. A stronger 3.8-liter V6 was also available. A 2008 redesign brought new features and improved safety, but handling, braking, fuel economy, and fit and finish still fell short. Although the 283-hp V6 is powerful, its fuel economy is lousy at just 17 mpg overall--the worst among all minivans in our tests. A major reworking for 2011 improved the ride and brought a nicer interior but still failed to measure up to the class-leading Honda Odyssey and Toyota Sienna. 2020 was its final year.

REDESIGN/FRESHENING:	SAFETY EQUIPMENT:	DRIVE WHEELS:
2011	ABS, ESC, and head protection airbags standard.	Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	↓	↓	⇊	↓	⇊	↓	*			
Engine, Major	↑	○	⇊	↑	○	↑	*			
Engine Minor	⇊	↓	⇊	⇊	⇈	⇈	*			
Engine Cooling	⇊	⇈	⇈	⇈	⇈	⇈	*			
Trans. Major	⇊	⇊	⇊	↑	⇊	⇈	*			
Trans. Minor	⇊	↓	○	⇊	⇊	⇈	*			
Electric Motor										
EV Battery										
EV Charging										
Drive System	⇈	○	○	⇊	⇈	⇊	*			
Fuel System	↑	↑	○	⇈	⇊	⇈	*			
Electrical	⇊	⇈	○	⇈	⇊	⇈	*			
Climate Syst.	⇊	⇊	⇊	⇊	⇊	⇊	*			
Suspension	○	○	○	⇊	⇈	⇊	*			
Brakes	⇊	↓	⇊	○	⇊	⇊	*			
Exhaust	↑	↓	↑	⇈	⇈	⇈	*			
Paint/Trim	⇊	⇊	⇊	⇊	⇈	⇊	*			
Noises & Leaks	⇊	○	⇊	⇊	⇊	○	*			
Body Hardware	⇊	⇊	⇊	⇊	⇊	↓	*			
Power Equip.	⇊	↓	⇊	↑	⇊	○	*			
In-Car Electr.	↓	○	○	⇈	⇈	⇈	*			

PRICES

2014	$8,300 - $9,300
2015	$9,500 - $10,400
2016	$10,800 - $11,400
2017	$11,800 - $12,600
2018	$14,000 - $15,000
2019	$17,200 - $18,200
2020	$20,700 - $22,000
2021	-
2022	-
2023	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	Poor	↑/⇈
2015	Good	Poor	↑/⇈
2016	Good	Poor	↑/⇈
2017	Good	Poor	↑/⇈
2018	Good	Poor	↑/⇈
2019	Good	Poor	↑/⇈
2020	Good	Poor	↑/⇈
2021	-	-	-
2022	-	-	-
2023	-	-	-

Dodge Journey

The Journey is an inexpensive SUV, and performs accordingly. The 2011 reworking brought a nicer interior and a better V6. But the lack of agility, still-mediocre fuel economy of 16 mpg overall from the V6, and a transmission that is reluctant to downshift keep it far out of the top ranks. It rides fairly well, the cabin stays quiet, and the optional third-row seat is small but can fit kids in a pinch. However, the Journey's uninspired handling makes it feel larger than it is, and it was out of its element on the track. It exhibited noticeable body lean and reached its limits early. It also understeered early, then oversteered before the ESC jumped in, sapping driver confidence. The third-row seat became standard for 2018. The V6 engine and all-wheel drive were dropped in 2020 and the Journey finally came to an end after that.

REDESIGN/FRESHENING:	SAFETY EQUIPMENT:	DRIVE WHEELS:
2011	ABS, ESC, side and head protection airbags standard.	AWD; Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	*	*	*	*	*	*	*			
Engine, Major	*	*	*	*	*	*	*			
Engine Minor	*	*	*	*	*	*	*			
Engine Cooling	*	*	*	*	*	*	*			
Trans. Major	*	*	*	*	*	*	*			
Trans. Minor	*	*	*	*	*	*	*			
Electric Motor										
EV Battery										
EV Charging										
Drive System	*	*	*	*	*	*	*			
Fuel System	*	*	*	*	*	*	*			
Electrical	*	*	*	*	*	*	*			
Climate Syst.	*	*	*	*	*	*	*			
Suspension	*	*	*	*	*	*	*			
Brakes	*	*	*	*	*	*	*			
Exhaust	*	*	*	*	*	*	*			
Paint/Trim	*	*	*	*	*	*	*			
Noises & Leaks	*	*	*	*	*	*	*			
Body Hardware	*	*	*	*	*	*	*			
Power Equip.	*	*	*	*	*	*	*			
In-Car Electr.	*	*	*	*	*	*	*			

PRICES

2014	$7,100 - $9,000
2015	$7,900 - $10,200
2016	$9,100 - $11,400
2017	$10,400 - $12,500
2018	$12,800 - $14,500
2019	$14,900 - $17,100
2020	$18,000 - $19,400
2021	-
2022	-
2023	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	Poor	↑/⇈
2015	Good	Poor	↑/NT
2016	Good	Poor	↑/⇈
2017	Good	Poor	↑/⇈
2018	Good	Poor	↑/⇈
2019	Good	Poor	↑/⇈
2020	Good	Poor	↑/⇈
2021	-	-	-
2022	-	-	-
2023	-	-	-

Fiat 124

The Fiat 124 Spider is essentially a rebadged Mazda Miata, but it's powered by a 160-hp, 1.4-liter turbo four-cylinder from the Fiat stable and gets its own exterior styling. Like the Miata, it can be paired with a six-speed manual or six-speed automatic transmission. Though that's a smaller engine than the Mazda's nonturbo 2.0-liter, the Fiat produces more readily available power. The Fiat has more comfortable seats than the Miata has. Different suspension tuning lets the 124 corner with slightly less body lean. But the ride is jittery and the cabin is very noisy with the top up. It takes some time to get used to the controls, which are straight from Mazda. The Abarth gets an extra four horsepower, stiffer suspension, and a sportier exhaust sound. Like with the Miata, opening and closing the manual top is a breeze. The two-seater cabin is very tight. 2020 marked the final production run of the 124 Spider.

REDESIGN/FRESHENING:
2017

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard.

DRIVE WHEELS:
Rear

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability				*	*	*	*			
Engine, Major				*	*	*	*			
Engine Minor				*	*	*	*			
Engine Cooling				*	*	*	*			
Trans. Major				*	*	*	*			
Trans. Minor				*	*	*	*			
Electric Motor										
EV Battery										
EV Charging										
Drive System				*	*	*	*			
Fuel System				*	*	*	*			
Electrical				*	*	*	*			
Climate Syst.				*	*	*	*			
Suspension				*	*	*	*			
Brakes				*	*	*	*			
Exhaust				*	*	*	*			
Paint/Trim				*	*	*	*			
Noises & Leaks				*	*	*	*			
Body Hardware				*	*	*	*			
Power Equip.				*	*	*	*			
In-Car Electr.				*	*	*	*			

PRICES

2014	-
2015	-
2016	-
2017	$15,400 - $17,400
2018	$17,800 - $20,300
2019	$19,700 - $22,500
2020	$20,900 - $23,600
2021	-
2022	-
2023	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	NT	NT	NT
2018	NT	NT	NT
2019	NT	NT	NT
2020	NT	NT	NT
2021	-	-	-
2022	-	-	-
2023	-	-	-

Fiat 500

The retro-styled 500 is a fun to drive little car. The little 101-hp, 1.4-liter four-cylinder and five-speed manual returned 33 mpg overall, but it takes frequent downshifts from the crisp manual transmission to keep up on the highway. Zippy around town and easy to park, this two-door suffers from a choppy ride and a noisy cabin, which detract from the fun. The rear seats are very tight and difficult to access. Front-seat headroom is copious, but the cabin is narrow and some may find the steering wheel too far away. The convertible version has a clever sunroof feature. The sporty Abarth version is quick and agile, but the throaty exhaust note can grow wearisome over time. For 2018, all 500s (except the Abarth and Electric versions) are powered by a 135-hp, 1.4-liter turbo four-cylinder, and Pop and Lounge models get brake and suspension updates, and a backup camera. 2019 was the last model year for the 500.

REDESIGN/FRESHENING:
2012

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard.

DRIVE WHEELS:
Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	*	*	*	*	*	*				
Engine, Major	*	*	*	*	*	*				
Engine Minor	*	*	*	*	*	*				
Engine Cooling	*	*	*	*	*	*				
Trans. Major	*	*	*	*	*	*				
Trans. Minor	*	*	*	*	*	*				
Electric Motor										
EV Battery										
EV Charging										
Drive System	*	*	*	*	*	*				
Fuel System	*	*	*	*	*	*				
Electrical	*	*	*	*	*	*				
Climate Syst.	*	*	*	*	*	*				
Suspension	*	*	*	*	*	*				
Brakes	*	*	*	*	*	*				
Exhaust	*	*	*	*	*	*				
Paint/Trim	*	*	*	*	*	*				
Noises & Leaks	*	*	*	*	*	*				
Body Hardware	*	*	*	*	*	*				
Power Equip.	*	*	*	*	*	*				
In-Car Electr.	*	*	*	*	*	*				

PRICES

2014	$5,200 - $7,800
2015	$5,900 - $9,500
2016	$6,200 - $10,900
2017	$8,100 - $12,300
2018	$9,400 - $13,700
2019	$11,000 - $15,100
2020	-
2021	-
2022	-
2023	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	Poor	⌃/⌃⌃
2015	Good	Poor	⌃/⌃⌃
2016	Good	Poor	⌃/⌃⌃
2017	Good	Poor	⌃/⌃⌃
2018	Good	Poor	⌃/NT
2019	Good	Poor	⌃/NT
2020	-	-	-
2021	-	-	-
2022	-	-	-
2023	-	-	-

Fiat 500L

More than an overgrown 500, the 500L is let down by a jerky sequential automatic, stiff ride, flat seats, and odd driving position. Around town, the 500L feels sluggish and hesitant, but that improves if you choose the new conventional automatic, which was added in 2015. We like the 500L's easy access, commodious interior, and spacious backseat. A tiny five-inch screen is used to access the simple Uconnect system. The car responds eagerly in turns and handles securely at its limits. But the driving position is odd, with a bus-like steering-wheel rake and far-off, four-pillar windshield. The 500L scored a Poor in the IIHS small-overlap crash test. 2018 saw the addition of available Apple CarPlay and Android Auto. The 500L was dropped after the 2020 model year.

REDESIGN/FRESHENING: 2014

SAFETY EQUIPMENT: ABS, ESC, side and head protection air bags standard.

DRIVE WHEELS: Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	*	*	*	*	*	*	*			
Engine, Major	*	*	*	*	*	*	*			
Engine Minor	*	*	*	*	*	*	*			
Engine Cooling	*	*	*	*	*	*	*			
Trans. Major	*	*	*	*	*	*	*			
Trans. Minor	*	*	*	*	*	*	*			
Electric Motor										
EV Battery										
EV Charging										
Drive System	*	*	*	*	*	*	*			
Fuel System	*	*	*	*	*	*	*			
Electrical	*	*	*	*	*	*	*			
Climate Syst.	*	*	*	*	*	*	*			
Suspension	*	*	*	*	*	*	*			
Brakes	*	*	*	*	*	*	*			
Exhaust	*	*	*	*	*	*	*			
Paint/Trim	*	*	*	*	*	*	*			
Noises & Leaks	*	*	*	*	*	*	*			
Body Hardware	*	*	*	*	*	*	*			
Power Equip.	*	*	*	*	*	*	*			
In-Car Electr.	*	*	*	*	*	*	*			

PRICES

2014	$4,200 - $6,100
2015	$5,600 - $7,500
2016	$6,900 - $9,300
2017	$8,800 - $11,200
2018	$10,900 - $13,100
2019	$12,900 - $14,700
2020	$14,200 - $16,800
2021	-
2022	-
2023	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	Poor	NT
2015	Good	Poor	NT
2016	Good	Poor	NT
2017	Good	Poor	NT
2018	Good	Poor	NT
2019	Good	Poor	NT
2020	Good	Poor	NT
2021	-	-	-
2022	-	-	-
2023	-	-	-

Fiat 500X

The more time you spend with the 500X, the more its appeal wanes, thanks to its stiff ride, noisy cabin, restricted visibility, annoying vibration when idling, and unsupportive seats. Styled like a burlier Fiat 500, the X is a sister vehicle to the Jeep Renegade, and it shares some of the same virtues and weaknesses. Both models offer two four-cylinder engines: the 160-hp, 1.4-liter turbo and a 180-hp, 2.4-liter. Both are mated to a nine-speed automatic that is neither smooth nor responsive. Fuel economy, at 23 mpg overall, is unimpressive for a vehicle this size. A 1.3-liter turbo four-cylinder replaced both engines from 2019 on, and all-wheel drive became standard. The interior has some flair, and a number of upscale features, such as heated seats, and blind-spot warning, were available.

REDESIGN/FRESHENING: 2016

SAFETY EQUIPMENT: ABS, ESC, side and head protection air bags standard.

DRIVE WHEELS: AWD; Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability			*	*	*	*	*	*	*	*
Engine, Major			*	*	*	*	*	*	*	*
Engine Minor			*	*	*	*	*	*	*	*
Engine Cooling			*	*	*	*	*	*	*	*
Trans. Major			*	*	*	*	*	*	*	*
Trans. Minor			*	*	*	*	*	*	*	*
Electric Motor										
EV Battery										
EV Charging										
Drive System			*	*	*	*	*	*	*	*
Fuel System			*	*	*	*	*	*	*	*
Electrical			*	*	*	*	*	*	*	*
Climate Syst.			*	*	*	*	*	*	*	*
Suspension			*	*	*	*	*	*	*	*
Brakes			*	*	*	*	*	*	*	*
Exhaust			*	*	*	*	*	*	*	*
Paint/Trim			*	*	*	*	*	*	*	*
Noises & Leaks			*	*	*	*	*	*	*	*
Body Hardware			*	*	*	*	*	*	*	*
Power Equip.			*	*	*	*	*	*	*	*
In-Car Electr.			*	*	*	*	*	*	*	*

PRICES

2014	-
2015	-
2016	$6,600 - $10,600
2017	$9,000 - $12,900
2018	$11,400 - $16,000
2019	$15,400 - $17,500
2020	$16,800 - $19,000
2021	$17,900 - $20,500
2022	$19,400 - $20,700
2023	$21,000 - $22,400

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	-	-	-
2015	-	-	-
2016	Good	Good	NT
2017	Good	Good	NT
2018	Good	Good	NT
2019	NT	NT	NT
2020	NT	NT	NT
2021	NT	NT	NT
2022	NT	NT	NT
2023	NT	NT	NT

Ford Bronco

The boxy Bronco comes in two- and four-door configurations, with a standard soft top and an available removable hardtop. All versions have four-wheel drive and removable doors. A 2.3-liter four-cylinder turbo is standard; the 2.7-liter turbo V6 we tested delivers strong power. Ride and handling are more refined than the Wrangler's, yet off-road ability is superb, thanks to a rear locking differential, plenty of ground clearance, and short overhangs. A handy trail camera projects your path on the infotainment screen and helps with front-tire placement off-road. Wind noise is very pronounced even with the hardtop, and stopping distances are quite long. Standard active safety equipment includes FCW and AEB with pedestrian detection.

REDESIGN/FRESHENING: 2021

SAFETY EQUIPMENT: ABS, ESC, side and head protection air bags standard. FCW and AEB standard.

DRIVE WHEELS: 4WD

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability								*	↓	↓
Engine, Major								*	⇊	⇈
Engine Minor								*	⇈	⇈
Engine Cooling								*	⇈	⇈
Trans. Major								*	↑	⇈
Trans. Minor								*	⇈	!
Electric Motor										
EV Battery										
EV Charging										
Drive System								*	↓	⇈
Fuel System								*	⇈	⇈
Electrical								*	⇈	⇈
Climate Syst.								*	⇈	⇈
Suspension								*	⇈	⇈
Brakes								*	↓	⇈
Exhaust								*	⇈	⇈
Paint/Trim								*	!	↓
Noises & Leaks								*	⇊	⇊
Body Hardware								*	⇈	↓
Power Equip.								*	↑	⇈
In-Car Electr.								*	↓	↓

PRICES

2014	-
2015	-
2016	-
2017	-
2018	-
2019	-
2020	-
2021	$34,600 - $61,300
2022	$39,900 - $93,800
2023	$44,500 - $105,300

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	-	-	-
2018	-	-	-
2019	-	-	-
2020	-	-	-
2021	Good	Good	NT
2022	Good	Good	↑/NT
2023	Good	Good	↑/NT

Ford Bronco Sport

The Bronco Sport isn't so much a smaller version of the Bronco than a beefier version of Ford Escape compact SUV that has been sprinkled with rugged styling cues. With its increased ground clearance and shorter overhangs than the Escape, the Bronco Sport is fit for mild off-roading. The highest trim takes it further with a more capable four-wheel-drive system and all-terrain tires. Most versions come with a 181-hp turbo three-cylinder that packs decent punch but vibrates annoyingly at very low revs. Higher trims get a 245-hp turbo four-cylinder that's much more refined. An eight-speed automatic and four-wheel drive come standard. The ride is quite firm, but handling is taut and agile. The controls are very easy to use, including the infotainment system. Standard active safety and driver assistance features include FCW, AEB with pedestrian detection, and BSW.

REDESIGN/FRESHENING: 2021

SAFETY EQUIPMENT: ABS, ESC, side and head protection air bags standard. FCW, AEB, BSW, and RCTW standard.

DRIVE WHEELS: 4WD

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability								↓	↓	↓
Engine, Major								!	↓	⇈
Engine Minor								⇈	⇈	⇈
Engine Cooling								⇈	⇈	⇈
Trans. Major								⇈	⇈	⇈
Trans. Minor								!	⇈	⇈
Electric Motor										
EV Battery										
EV Charging										
Drive System								⇈	⇈	!
Fuel System								⇊	⇊	⇈
Electrical								⇈	!	⇈
Climate Syst.								!	⇊	⇈
Suspension								!	⇈	!
Brakes								⇊	⇊	⇈
Exhaust								⇈	⇈	⇈
Paint/Trim								⇈	⇈	⇈
Noises & Leaks								⇊	⇈	⇈
Body Hardware								⇈	⇈	!
Power Equip.								⇈	!	⇈
In-Car Electr.								⇈	⇈	⇈

PRICES

2014	-
2015	-
2016	-
2017	-
2018	-
2019	-
2020	-
2021	$22,700 - $31,000
2022	$24,000 - $31,700
2023	$27,200 - $44,100

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	-	-	-
2018	-	-	-
2019	-	-	-
2020	-	-	-
2021	Good	Good	⇈/⇈
2022	Good	Good	⇈/⇈
2023	Good	Good	⇈/⇈

⇊ ↓ ! ↑ ⇈ WORSE ├──┤ BETTER ✓ GOOD BET

Ford C-MAX ✓

Based on the Focus, the five-passenger C-Max hybrid is clever, well finished, and practical. In testing we found it rides well and handles with agility, and we got an excellent 37 mpg overall. The regenerative braking system helps fuel economy but makes the pedal feel touchy. The 2.0-liter four-cylinder engine and electric motor deliver adequate acceleration and seamless transitions, and the C-Max can cruise in full-electric mode below 62 mph. The Energi version is a plug-in hybrid that can travel on electric power alone for about 18 miles. The MyFord Touch infotainment system can be quite frustrating to use. Cargo space is compromised by the large battery pack in the rear of the C-Max. Sync 3 replaced the much-maligned MyFord Touch infotainment system in 2016. The C-Max is a hidden used-car gem, given its practicality and economy. It was discontinued after the 2018 model year.

REDESIGN/FRESHENING:	SAFETY EQUIPMENT:	DRIVE WHEELS:
2013	ABS, ESC, side and head protection air bags standard.	Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	!	↑	↑	!	*					
Engine, Major	⇈	⇈	⇈	⇈	*					
Engine Minor	⇈	⇈	⇈	⇈	*					
Engine Cooling	⇈	⇈	⇈	⇈	*					
Trans. Major	!	⇈	⇈	⇈	*					
Trans. Minor	⇈	⇈	⇈	⇈	*					
Electric Motor	⇈	⇈	⇈	⇈	*					
EV Battery	⇈	↓	↑	↑	*					
EV Charging										
Drive System	⇈	⇈	⇈	↑	*					
Fuel System	⇊	⇈	⇈	⇈	*					
Electrical	⇈	⇈	⇈	⇈	*					
Climate Syst.	⇈	⇈	↑	⇈	*					
Suspension	!	⇈	↑	⇊	*					
Brakes	↑	⇈	↑	⇊	*					
Exhaust	⇈	⇈	⇈	⇈	*					
Paint/Trim	⇊	↑	⇊	⇈	*					
Noises & Leaks	!	↑	↑	⇊	*					
Body Hardware	!	↑	⇈	⇈	*					
Power Equip.	↓	↑	!	⇈	*					
In-Car Electr.	↑	⇈	⇊	↑	*					

PRICES

2014	$9,400 - $11,100
2015	$9,900 - $12,100
2016	$10,400 - $13,100
2017	$10,600 - $13,600
2018	$12,100 - $14,300
2019	-
2020	-
2021	-
2022	-
2023	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/Side
2014	Good	Accept.	↑/⇈
2015	Good	Accept.	↑/⇈
2016	Good	Accept.	↑/⇈
2017	Good	Accept.	↑/⇈
2018	Good	Accept.	↑/⇈
2019	-	-	-
2020	-	-	-
2021	-	-	-
2022	-	-	-
2023	-	-	-

Ford EcoSport

The Ford Fiesta-based EcoSport subcompact crossover features a tall stance and a side-hinged rear hatch door. It offers a either a 1.0-liter turbocharged three-cylinder and 2.0-liter four-cylinder. The 2.0-liter engine comes with standard all-wheel drive. Even with the larger of the two engines, the EcoSport is slow and at 24 mpg overall, fuel economy isn't stellar. Handling, however, is very nimble but the ride is stiff and the cabin is loud. Controls are easy to master, including Ford's Sync 3 infotainment system (Android Auto and Apple CarPlay compatibility are standard). Starting with the 2020 models, all trim lines came standard with FordPass Connect telematics, which added various remote functions using a smartphone app and WiFi hotspot capability. 2022 was the EcoSport's final year.

REDESIGN/FRESHENING:	SAFETY EQUIPMENT:	DRIVE WHEELS:
2018	ABS, ESC, side and head protection air bags standard.	AWD; Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability					*	*	*	*	*	
Engine, Major					*	*	*	*	*	
Engine Minor					*	*	*	*	*	
Engine Cooling					*	*	*	*	*	
Trans. Major					*	*	*	*	*	
Trans. Minor					*	*	*	*	*	
Electric Motor										
EV Battery										
EV Charging										
Drive System					*	*	*	*	*	
Fuel System					*	*	*	*	*	
Electrical					*	*	*	*	*	
Climate Syst.					*	*	*	*	*	
Suspension					*	*	*	*	*	
Brakes					*	*	*	*	*	
Exhaust					*	*	*	*	*	
Paint/Trim					*	*	*	*	*	
Noises & Leaks					*	*	*	*	*	
Body Hardware					*	*	*	*	*	
Power Equip.					*	*	*	*	*	
In-Car Electr.					*	*	*	*	*	

PRICES

2014	-
2015	-
2016	-
2017	-
2018	$10,900 - $13,800
2019	$12,700 - $16,100
2020	$13,900 - $18,400
2021	$16,100 - $20,200
2022	$19,000 - $22,500
2023	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/Side
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	-	-	-
2018	NT	NT	↑/⇈
2019	NT	NT	↑/⇈
2020	NT	NT	↑/⇈
2021	NT	NT	↑/⇈
2022	NT	NT	↑/⇈
2023	-	-	-

Ford Edge

The Edge first offered a 3.5-liter V6 mated to a six-speed automatic, and either front or all-wheel drive. The ride was compliant, and the powertrain was quite strong but lacked refinement. Handling wasn't very agile and interior fit and finish was unimpressive. Our major beef was the distracting MyFord Touch control interface. The 2015 redesign made it a much-better SUV. The ride is comfortable and steady, and handling is confidence-inspiring. The cabin is roomy, quiet, and classy. The turbo four-cylinders are more pleasant than the V6. The Sync 3 infotainment system arrived in 2016. For 2019 the Edge got updated powertrains and additional safety features. Updates for 2021 include the improved Sync 4 infotainment system, which features a 12-inch center screen. A new ST-Line, which has the interior and exterior look of the performance-focused Edge ST but instead of using its 335-hp twin-turbo four-cylinder, it has the standard 2.0-liter four-cylinder. A reverse sensing system is now standard on all trim lines.

REDESIGN/FRESHENING: 2011, 2015

SAFETY EQUIPMENT: ABS, ESC, side and head protection air bags standard. FCW, AEB, BSW, and RCTW standard from 2019.

DRIVE WHEELS: AWD; Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	│	│	↓	↓	↓	↓	↑	│	↑	↑
Engine, Major	↑	↑	⇊	⇊	⇊	│	⇈	⇈	⇈	⇈
Engine Minor	│	⇈	⇈	⇈	⇈	↑	⇈	⇈	⇈	⇈
Engine Cooling	⇈	⇈	⇈	↑	⇈	↑	⇈	⇈	⇈	⇈
Trans. Major	│	⇊	⇊	│	⇊	⇊	↑	⇈	⇈	⇈
Trans. Minor	↑	⇈	⇈	⇈	⇈	│	⇈	↓	⇈	⇈
Electric Motor										
EV Battery										
EV Charging										
Drive System	↑	│	↑	↑	↓	↑	⇈	↑	⇈	⇈
Fuel System	⇈	↑	↑	│	⇈	│	↑	⇈	⇈	⇈
Electrical	↑	↑	│	↓	↑	⇈	⇈	↑	⇈	⇈
Climate Syst.	│	│	↑	⇈	↑	↑	↑	│	⇈	⇈
Suspension	│	│	│	⇈	↑	⇈	⇈	⇈	⇈	⇈
Brakes	⇊	↓	⇊	│	⇈	↑	⇈	↑	⇈	⇈
Exhaust	⇊	↑	⇈	↑	⇈	⇈	↑	⇈	⇈	⇈
Paint/Trim	⇈	│	│	↑	⇈	⇈	│	↑	⇈	⇊
Noises & Leaks	│	│	│	↓	⇊	⇈	│	↑	⇈	⇈
Body Hardware	⇈	↓	│	│	↑	↑	↑	│	│	⇈
Power Equip.	⇊	│	│	↑	│	│	⇈	⇈	⇈	⇈
In-Car Electr.	↓	⇈	│	↑	↑	↑	↑	↓	│	⇊

PRICES

2014	$9,200 - $12,600
2015	$10,300 - $15,300
2016	$11,100 - $17,200
2017	$12,300 - $19,800
2018	$13,800 - $22,300
2019	$15,900 - $26,300
2020	$18,000 - $29,000
2021	$20,700 - $31,900
2022	$25,900 - $34,700
2023	$30,600 - $39,200

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	NT	│/⇈
2015	Good	Accept.	⇈/⇈
2016	Good	Accept.	⇈/⇈
2017	Good	Accept.	⇈/⇈
2018	Good	Accept.	⇈/⇈
2019	Good	Good	⇈/⇈
2020	Good	Good	⇈/⇈
2021	Good	Good	⇈/⇈
2022	Good	Good	⇈/⇈
2023	Good	Good	⇈/⇈

Ford Escape

The Escape's 2013 redesign brought agile and sporty handling and a composed ride, but also comes with the distracting MyFord Touch control interface. The interior is roomy enough, but the driver's footwell is very narrow. Look for a version with leather seats, which offer more support than the mediocre cloth ones. The redesigned 2020 model brought curvier styling and standard active safety systems. The 1.5-liter turbo three-cylinder returned 26 mpg. Although it provides sufficient oomph, it has an annoying vibration at low engine speeds. The hybrid version doesn't have that issue and gets an impressive 34 mpg overall. The optional 2.0-liter turbo four-cylinder is smoother and more powerful. The firm front seats are flat and don't provide much support, but the rear seat is quite roomy. The controls on lower trims are easier to use.

REDESIGN/FRESHENING: 2013, 2020

SAFETY EQUIPMENT: ABS, ESC, side and head protection air bags standard. FCW, AEB, BSW, and RCTW standard from 2020.

DRIVE WHEELS: AWD; Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	↓	↓	↓	↓	↓	↓	↓	⇊	↓	*
Engine, Major	↓	↑	│	⇊	⇊	⇊	⇈	↓	⇈	*
Engine Minor	⇈	⇈	⇈	⇈	⇈	⇈	↑	⇈	⇈	*
Engine Cooling	⇈	⇈	⇈	⇈	↑	⇈	⇈	⇈	⇈	*
Trans. Major	⇊	⇊	⇊	↓	⇊	⇊	↓	↓	⇈	*
Trans. Minor	↓	⇊	│	↑	↑	⇈	│	⇊	↑	*
Electric Motor										
EV Battery										
EV Charging										
Drive System	⇊	↓	│	↓	⇊	↓	⇈	↓	↑	*
Fuel System	│	↓	│	↑	↑	⇈	⇊	⇊	│	*
Electrical	↑	⇈	↑	⇊	↓	⇈	↑	⇈	⇈	*
Climate Syst.	│	│	↑	⇈	⇈	⇈	│	↓	↓	*
Suspension	│	│	│	│	↓	│	⇈	⇈	↓	*
Brakes	│	↑	↓	↓	│	⇊	↓	⇊	↓	*
Exhaust	│	│	⇈	│	↑	⇈	↑	⇈	⇈	*
Paint/Trim	│	↑	⇈	↓	↑	⇈	↑	↓	│	*
Noises & Leaks	↓	│	│	│	↓	⇈	⇊	⇊	↓	*
Body Hardware	↓	│	↑	↑	⇈	⇈	│	⇊	↑	*
Power Equip.	⇈	↑	↑	↓	↑	↑	↓	⇈	⇈	*
In-Car Electr.	↓	↓	↓	│	↑	↑	↓	│	⇊	*

PRICES

2014	$7,100 - $9,700
2015	$8,300 - $10,700
2016	$9,300 - $12,400
2017	$10,700 - $14,400
2018	$12,600 - $16,800
2019	$14,800 - $19,800
2020	$16,500 - $24,600
2021	$17,400 - $26,100
2022	$20,000 - $31,800
2023	$24,500 - $36,200

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	Poor	↑/⇈
2015	Good	Poor	↑/⇈
2016	Good	Poor	↑/⇈
2017	Good	Accept.	⇈/⇈
2018	Good	Accept.	⇈/⇈
2019	Good	Accept.	⇈/⇈
2020	Good	Good	⇈/⇈
2021	Good	Good	⇈/⇈
2022	Good	Good	⇈/⇈
2023	Good	Good	⇈/⇈

Ford Expedition

The full-sized, seven-passenger Expedition is a comfortable SUV, with room for adults in both rows of rear seats. The ride is steady and composed, and the Expedition feels relatively nimble for such a heavy vehicle. The 5.4-liter V8 has leisurely acceleration and abysmal fuel economy, but towing capacity is impressive. 2015 saw a 3.5-liter twin-turbocharged V6 replace the V8. Even though it is smaller, this engine significantly improves the way the Expedition drives. A redesigned Expedition debuted for the 2018 model year. It is powered by an updated version of the 3.5-liter twin-turbo V6 and a new 10-speed automatic transmission. We got 16 mpg overall, which is on a par with this class. The ride is composed but on the stiff side. The Expedition has ponderous handling but remains under control even when pushed to its limits. Controls are easy to use thanks in part to the Sync 3 infotainment system and an easy to use rotary dial gear selector.

REDESIGN/FRESHENING:	SAFETY EQUIPMENT:	DRIVE WHEELS:
2015, 2018	ABS, ESC, side and head protection air bags standard. FCW, AEB, BSW, and RCTW standard from 2020.	4WD; AWD; Rear

RELIABILITY HISTORY

	'14	**'15**	'16	'17	**'18**	'19	'20	'21	'22	'23
Overall Reliability	*	↓	↓	⇊	⇊	⇊	↓	↓	○	*
Engine, Major	*	⇈	↑	⇊	⇊	⇊	⇈	⇈	⇈	*
Engine Minor	*	○	⇈	↓	⇈	↑	↑	⇈	⇈	*
Engine Cooling	*	⇈	○	⇈	↑	⇈	⇈	⇈	⇈	*
Trans. Major	*	○	○	↑	⇊	⇊	⇊	⇊	⇈	*
Trans. Minor	*	⇊	⇊	⇊	↑	⇊	⇊	⇊	↓	*
Electric Motor										
EV Battery										
EV Charging										
Drive System	*	⇈	⇈	○	⇈	⇊	⇈	○	⇈	*
Fuel System	*	⇊	↑	⇊	↑	⇈	⇈	⇊	⇈	*
Electrical	*	⇈	⇊	○	⇊	⇈	⇈	⇈	⇈	*
Climate Syst.	*	⇊	⇊	⇊	⇊	⇊	⇊	○	↓	*
Suspension	*	⇈	↑	⇊	⇊	⇊	⇈	○	⇈	*
Brakes	*	↑	↓	⇊	↑	○	⇈	⇈	⇈	*
Exhaust	*	⇊	○	⇈	⇊	○	↑	⇊	⇈	*
Paint/Trim	*	⇈	⇊	↓	⇈	↑	⇊	○	⇈	*
Noises & Leaks	*	⇊	⇊	⇊	○	⇊	⇊	⇈	⇊	*
Body Hardware	*	⇈	⇊	⇊	⇊	⇊	⇈	○	⇈	*
Power Equip.	*	⇊	○	⇊	⇊	○	⇈	○	↓	*
In-Car Electr.	*	↑	↓	↓	↑	↓	⇈	○	⇊	*

PRICES

2014	$9,300 - $17,300
2015	$10,500 - $18,500
2016	$12,200 - $22,000
2017	$13,900 - $25,700
2018	$20,900 - $35,800
2019	$24,100 - $40,400
2020	$30,500 - $52,000
2021	$36,700 - $60,600
2022	$43,800 - $71,100
2023	$49,900 - $89,100

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	NT	NT	↑/⇈
2015	NT	NT	⇈/⇈
2016	NT	NT	⇈/⇈
2017	NT	NT	⇈/⇈
2018	NT	NT	⇈/⇈
2019	NT	NT	⇈/⇈
2020	NT	NT	⇈/⇈
2021	NT	NT	⇈/⇈
2022	NT	NT	⇈/⇈
2023	NT	NT	⇈/⇈

Ford Explorer

The Explorer's 2011 move to a FWD platform gave it a steady, absorbent ride and secure handling. The third-row seat is roomy enough for adults. Unfortunately the intrusive left foot rest compromises the driving position. The optional MyFord Touch control interface is distracting to use, but more recent versions have the Sync 3 system, which is much better. The standard 290-hp V6 is punchy; turbocharged four-and six-cylinder engines are optional. Look for Explorers with the available FCW and BSW. 2020 brought a redesign with new engines, a hybrid version, and a move back to RWD. Most versions use the base 2.3-liter turbocharged four-cylinder engine, which is energetic but raspy sounding. The transmission has rough shifts, particularly at low speeds. In our tests this combination returned an unimpressive 21 mpg overall. The driving position is much improved, but the third-row seat is less roomy now. For more performance and luxury, seek the ST version with its 400-hp, 3.0-liter turbo engine.

REDESIGN/FRESHENING:	SAFETY EQUIPMENT:	DRIVE WHEELS:
2011, 2020	ABS, ESC, side and head protection air bags standard. FCW, AEB, BSW, and RCTW standard from 2020.	AWD; Front; Rear

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	**'20**	'21	'22	'23
Overall Reliability	↓	↓	⇊	↓	↓	↓	⇊	↓	↓	↓
Engine, Major	↑	↑	↓	○	⇈	⇈	⇈	⇈	○	⇈
Engine Minor	⇈	⇈	⇊	○	⇈	↑	⇈	⇈	⇈	⇈
Engine Cooling	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Trans. Major	↑	↓	↓	○	⇊	↓	⇊	↓	↑	⇈
Trans. Minor	↑	↓	↑	↑	⇈	↑	⇊	⇈	⇊	⇈
Electric Motor										
EV Battery										
EV Charging										
Drive System	⇊	○	⇊	↑	↑	⇈	⇊	⇈	⇈	⇈
Fuel System	↑	○	↑	○	⇈	⇊	⇈	⇈	⇈	⇈
Electrical	↑	○	⇊	↑	⇈	↑	⇈	⇈	↓	⇈
Climate Syst.	⇊	⇊	⇊	○	↓	○	⇊	⇊	↑	⇈
Suspension	⇊	⇊	⇊	↓	↑	○	○	⇈	↑	⇈
Brakes	↑	↓	○	↓	○	○	↑	⇈	⇈	⇈
Exhaust	⇊	⇊	↓	↑	↑	↓	↓	⇈	⇈	⇈
Paint/Trim	⇊	⇊	⇊	⇊	⇊	⇊	⇊	⇈	↓	⇈
Noises & Leaks	↓	⇊	⇊	⇈	⇊	⇊	↑	⇊	⇊	↓
Body Hardware	⇊	⇊	⇊	⇊	⇊	⇊	⇊	⇊	○	⇊
Power Equip.	↑	⇈	↑	↓	⇊	⇈	⇊	⇊	⇊	⇈
In-Car Electr.	⇈	↑	○	↑	⇊	↓	⇊	○	⇈	↑

PRICES

2014	$9,500 - $13,400
2015	$10,700 - $15,100
2016	$11,900 - $18,100
2017	$13,400 - $20,900
2018	$14,500 - $23,900
2019	$16,900 - $27,600
2020	$20,800 - $34,400
2021	$23,200 - $40,400
2022	$26,000 - $43,400
2023	$29,300 - $48,900

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	Marg.	⇈/⇈
2015	Good	Marg.	⇈/⇈
2016	Good	Marg.	⇈/⇈
2017	Good	Marg.	⇈/⇈
2018	Good	Marg.	⇈/⇈
2019	Good	Marg.	⇈/⇈
2020	Good	Good	⇈/⇈
2021	Good	Good	⇈/⇈
2022	Good	Good	NT/⇈
2023	Good	Good	⇈/⇈

Ford F-150

The F-150 got some updates for 2011, including new engines (two V6s and two V8s), some steering improvement, and minor interior upgrades. A redesigned F-150 arrived for 2015, with an aluminum body that saved up to 700 pounds, and improved infotainment. The 2017 model offered a new 3.5-liter turbo V6 engine and 10-speed automatic. The redesigned 2021 model adds more tech, active safety features, and a hybrid version. The cabin remains very quiet, and the crew cabs we tested are super roomy. The popular 2.7-liter turbo V6 provides effortless acceleration and a respectable 19 mpg overall. The PowerBoost hybrid version has loads of power and gets 20 mpg overall. The ride is still stiff and handling is ponderous. The controls are straightforward, but the interior is spartan. Ford's Sync 4 infotainment system is very easy to use. Clever features include a foldaway gear selector that creates a flat workspace.

REDESIGN/FRESHENING:	SAFETY EQUIPMENT:	DRIVE WHEELS:
2015, 2021	ABS, ESC, side and head protection air bags standard. FCW, and AEB standard from 2019.	4WD; Rear

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	↓	○	↓	↓	↓	↓	↓	↓	↓	○
Engine, Major	⇊	○	○	⇊	⇊	⇊	↑	⇈	⇈	⇈
Engine Minor	○	↓	○	↓	↓	↑	⇈	↑	⇈	⇈
Engine Cooling	↑	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Trans. Major	○	○	○	⇊	⇊	⇊	↑	↑	⇈	⇈
Trans. Minor	○	○	⇈	○	↓	⇊	○	○	○	⇈
Electric Motor										
EV Battery										
EV Charging										
Drive System	○	↑	↓	⇊	⇊	↓	○	○	↓	⇈
Fuel System	○	⇊	○	↑	↑	⇈	⇈	⇈	⇈	⇈
Electrical	↓	○	○	↑	○	○	⇈	⇈	⇈	⇈
Climate Syst.	○	⇈	↑	↑	↑	↑	⇈	↑	⇊	↓
Suspension	↑	⇈	↑	↓	↓	⇈	↓	⇈	⇈	⇈
Brakes	⇊	○	↓	○	○	↑	⇈	↑	↓	⇈
Exhaust	↑	⇊	⇊	↑	⇊	○	⇈	⇈	⇈	⇈
Paint/Trim	↓	↑	○	⇊	○	⇈	⇈	⇈	⇈	⇈
Noises & Leaks	○	○	○	○	↓	○	○	↓	○	↑
Body Hardware	○	↑	○	○	○	○	↓	↑	⇈	↑
Power Equip.	○	○	○	↓	○	○	↓	○	⇊	↑
In-Car Electr.	↓	↑	○	↓	○	↓	↑	↓	↓	↑

PRICES

2014	$9,900 - $27,000
2015	$11,100 - $25,000
2016	$12,100 - $27,000
2017	$13,300 - $39,100
2018	$14,700 - $41,400
2019	$17,500 - $48,300
2020	$21,200 - $54,700
2021	$25,000 - $70,900
2022	$30,000 - $74,700
2023	$32,100 - $86,900

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	NT	○/⇈
2015	Good	Good	⇈/⇈
2016	Good	Good	⇈/⇈
2017	Good	Good	⇈/⇈
2018	Good	Good	⇈/⇈
2019	Good	Good	⇈/⇈
2020	Good	Good	⇈/⇈
2021	Good	Good	⇈/⇈
2022	Good	Good	⇈/⇈
2023	Good	Good	⇈/⇈

Ford Fiesta

Stay away from the Fiesta because of its problematic PowerShift dual-clutch automatic transmission. This subcompact comes in sedan and four-door hatchback body styles, and it drives nicely, with agile handling and a supple, controlled ride. Wind, road, and engine noise are well suppressed. Interior fit and finish and equipment level are impressive for a vehicle in this class, with soft-touch dash materials and optional features like the MyFord Touch multimedia system. However, the rear seat is extremely cramped. In our tests the Fiesta felt slow, but fuel economy is excellent. The sporty ST version is a blast to drive with its turbo four-cylinder and manual transmission. The manual-only turbo three-cylinder SFE version is aimed at maximizing fuel economy. The Fiesta was discontinued in 2019.

REDESIGN/FRESHENING:	SAFETY EQUIPMENT:	DRIVE WHEELS:
2011	ABS, ESC, side and head protection air bags standard.	Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	*	*	*	*	*	*				
Engine, Major	*	*	*	*	*	*				
Engine Minor	*	*	*	*	*	*				
Engine Cooling	*	*	*	*	*	*				
Trans. Major	*	*	*	*	*	*				
Trans. Minor	*	*	*	*	*	*				
Electric Motor										
EV Battery										
EV Charging										
Drive System	*	*	*	*	*	*				
Fuel System	*	*	*	*	*	*				
Electrical	*	*	*	*	*	*				
Climate Syst.	*	*	*	*	*	*				
Suspension	*	*	*	*	*	*				
Brakes	*	*	*	*	*	*				
Exhaust	*	*	*	*	*	*				
Paint/Trim	*	*	*	*	*	*				
Noises & Leaks	*	*	*	*	*	*				
Body Hardware	*	*	*	*	*	*				
Power Equip.	*	*	*	*	*	*				
In-Car Electr.	*	*	*	*	*	*				

PRICES

2014	$5,300 - $9,000
2015	$6,000 - $9,700
2016	$7,100 - $10,800
2017	$8,300 - $12,400
2018	$9,700 - $13,600
2019	$11,200 - $15,600
2020	-
2021	-
2022	-
2023	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	Marg.	↑/↓
2015	Good	Marg.	↑/↓
2016	Good	Marg.	↑/⇈
2017	Good	Marg.	↑/⇈
2018	Good	Marg.	↑/↑
2019	Good	Marg.	↑/↑
2020	-	-	-
2021	-	-	-
2022	-	-	-
2023	-	-	-

Ford Flex

The Flex combines minivan-like versatility with an almost car-like ride and handling. The vast cabin seats seven adults comfortably. It has very spacious second-row seats, and rear-seat sunroofs let in lots of light. The standard 3.5-liter V6 mated to a six-speed automatic transmission isn't the most refined powertrain, but it pulls well and gets 17 mpg overall. The optional EcoBoost V6 delivers effortless power and the same fuel economy. The ride is comfortable and quiet, and the Flex has very good fit and finish. Among our gripes is that the driver's foot well is a little cramped on the left, the MyFord Touch control interface is complicated and distracting, and the cockpit feels narrow. Look for a 2016 model that has the better Sync 3 infotainment system, which has a simpler layout and larger on-screen buttons. Ford discontinued the Flex after the 2019 model year.

REDESIGN/FRESHENING:
2013

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	↓	*	*	*	*	↓				
Engine, Major	!	*	*	*	*	⇈				
Engine Minor	↓	*	*	*	*	⇈				
Engine Cooling	⇈	*	*	*	*	⇈				
Trans. Major	↓	*	*	*	*	⇊				
Trans. Minor	⇈	*	*	*	*	⇈				
Electric Motor										
EV Battery										
EV Charging										
Drive System	⇊	*	*	*	*	!				
Fuel System	⇊	*	*	*	*	⇈				
Electrical	⇈	*	*	*	*	⇈				
Climate Syst.	⇊	*	*	*	*	↑				
Suspension	⇊	*	*	*	*	↑				
Brakes	!	*	*	*	*	⇊				
Exhaust	⇊	*	*	*	*	⇈				
Paint/Trim	!	*	*	*	*	↑				
Noises & Leaks	⇊	*	*	*	*	!				
Body Hardware	↑	*	*	*	*	↑				
Power Equip.	⇊	*	*	*	*	↓				
In-Car Electr.	!	*	*	*	*	!				

PRICES

2014	$9,600 - $12,400
2015	$10,600 - $14,500
2016	$12,000 - $16,900
2017	$13,700 - $18,200
2018	$16,700 - $19,700
2019	$18,600 - $25,500
2020	-
2021	-
2022	-
2023	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	Accept.	NT
2015	Good	Accept.	NT
2016	Good	Accept.	NT
2017	Good	Accept.	NT
2018	Good	Accept.	NT
2019	Good	Accept.	NT
2020	-	-	-
2021	-	-	-
2022	-	-	-
2023	-	-	-

Ford Focus

The Focus has always been an agile and solid car, but it has enough significant flaws to give any used car buyer a pause. The redesign in 2012 even brought sportier handling and a nicer interior in both four-door sedan and hatchback body styles. It's a solid, substantial car that's fun to drive thanks to its agile handling and supple, controlled ride. The cabin is quiet, with good-quality materials, although the driving position is narrow compared with newer competitors. However, the PowerShift dual-clutch automatic transmission is not smooth and has been a significant source of problems. The MyFord Touch infotainment system is frustrating to use; 2016 and newer models got the superior Sync 3 system. The Focus was discontinued after the 2018 model year.

REDESIGN/FRESHENING:
2012

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	↓	↓	↓	↓	↓					
Engine, Major	⇈	⇊	↑	⇊	⇊					
Engine Minor	↑	↑	⇊	↓	⇊					
Engine Cooling	⇈	⇈	!	⇈	!					
Trans. Major	⇊	⇊	⇊	⇊	⇊					
Trans. Minor	⇊	⇊	⇊	⇊	⇈					
Electric Motor										
EV Battery										
EV Charging										
Drive System	!	⇈	⇈	⇈	⇈					
Fuel System	!	⇈	!	!	⇊					
Electrical	⇈	⇊	!	↓	⇊					
Climate Syst.	!	↑	⇈	↓	↑					
Suspension	!	!	↓	⇈	!					
Brakes	!	!	!	↑	↑					
Exhaust	↑	↑	!	⇈	!					
Paint/Trim	⇊	⇊	⇊	⇈	!					
Noises & Leaks	⇊	↑	↑	⇈	⇊					
Body Hardware	⇊	⇊	!	⇈	!					
Power Equip.	!	↑	↓	!	↑					
In-Car Electr.	↓	↓	⇈	⇈	↑					

PRICES

2014	$5,600 - $12,100
2015	$6,300 - $12,800
2016	$7,100 - $24,900
2017	$8,000 - $26,100
2018	$9,400 - $29,200
2019	-
2020	-
2021	-
2022	-
2023	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	Accept.	↑/⇈
2015	Good	Accept.	⇈/⇈
2016	Good	Accept.	⇈/⇈
2017	Good	Accept.	⇈/⇈
2018	Good	Accept.	⇈/⇈
2019	-	-	-
2020	-	-	-
2021	-	-	-
2022	-	-	-
2023	-	-	-

Ford Fusion

The midsized Fusion has a firm and controlled ride, and alert and responsive handling. The 3.0-liter V6 delivered some zip but only got 20 mpg. A hybrid version was available. A 2013 redesign brought turbo and non-turbo four-cylinder engines and a more solid and upscale feel, with a supple ride, a quiet cabin, and handling rivaling a European sports sedan. Rear-seat room is snug and the MyFord Touch infotainment system is complicated. The availability of all-wheel drive is a plus. We would opt for cars with the leather seats since they are more supportive than the cloth ones. For 2016, the much better Sync 3 replaced the MyFord Touch system. The 2019 model year brought standard active safety features. Plug-in hybrid models called Energi are also available. 2020 was the final year for the Fusion.

REDESIGN/FRESHENING:
2013

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW, AEB, and BSW standard from 2019.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	!	!	↓	↓	↓	!	!			
Engine, Major	↑	⇈	↑	⇊	!	↑	⇈			
Engine Minor	⇈	↑	↑	↑	⇈	⇈	⇈			
Engine Cooling	⇈	⇈	⇈	↑	⇈	⇈	⇈			
Trans. Major	⇊	⇊	!	⇊	⇊	↑	↓			
Trans. Minor	⇈	⇈	↑	!	!	⇈	⇈			
Electric Motor										
EV Battery										
EV Charging										
Drive System	↑	↑	!	⇈	↑	⇈	⇈			
Fuel System	⇈	↓	⇈	⇈	↑	⇈	⇈			
Electrical	⇈	↑	⇈	↑	⇈	↑	⇈			
Climate Syst.	↑	↑	!	⇈	⇈	⇈	↑			
Suspension	⇈	↓	↓	⇈	↑	⇈	↓			
Brakes	↓	↓	⇊	↓	⇈	⇈	↓			
Exhaust	⇈	!	⇈	⇈	⇈	⇈	⇈			
Paint/Trim	!	↑	↓	!	⇈	⇈	⇈			
Noises & Leaks	!	⇈	↑	!	⇈	⇈	⇈			
Body Hardware	↑	↑	⇊	↑	⇈	⇈	⇈			
Power Equip.	↑	!	↑	↓	⇈	↓	!			
In-Car Electr.	↑	!	↓	!	!	↓	↑			

PRICES

2014	$7,300 - $11,000
2015	$7,800 - $12,000
2016	$9,200 - $14,100
2017	$11,100 - $17,800
2018	$13,200 - $21,800
2019	$15,800 - $25,800
2020	$17,300 - $21,400
2021	-
2022	-
2023	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	Accept.	⇈/↑
2015	Good	Accept.	⇈/↑
2016	Good	Accept.	⇈/↑
2017	Good	Good	↑/⇈
2018	Good	Good	↑/⇈
2019	Good	Good	↑/⇈
2020	Good	Good	↑/⇈
2021	-	-	-
2022	-	-	-
2023	-	-	-

Ford Maverick

The Ford Maverick is the first-ever pickup truck to come standard as a hybrid. The base powertrain is a 191-hp, 2.5-liter hybrid four-cylinder linked to a CVT and front-wheel drive, and returned 37 mpg overall. For more power, there is an available 250-hp, 2.0-liter turbo four-cylinder with an eight-speed automatic and 4,000-pound tow capacity. It is available in front- and all-wheel drive, and got 23 mpg overall. This small crew cab pickup has just a 4.5-foot bed. Its relatively civilized ride and handling are more similar to a small SUV instead of a traditional pickup. It is easy to get in and out, spacious up front, and there are clever storage options throughout the interior. The rear seat is fairly roomy, but the upright backrest makes it better suited for short trips. Three trims, plus an off-road package, allow this truck to span from thrifty, basic truck to a powerful, well-equipped model.

REDESIGN/FRESHENING:
2022

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability									↑	↑
Engine, Major									⇈	⇈
Engine Minor									⇈	⇈
Engine Cooling									⇈	⇈
Trans. Major									⇈	⇈
Trans. Minor									⇈	⇈
Electric Motor										
EV Battery										
EV Charging										
Drive System									⇈	⇈
Fuel System									⇈	⇈
Electrical									⇈	⇈
Climate Syst.									⇈	⇈
Suspension									⇈	⇈
Brakes									⇈	⇈
Exhaust									⇈	⇈
Paint/Trim									⇈	⇈
Noises & Leaks									⇈	⇈
Body Hardware									↓	↓
Power Equip.									↓	⇈
In-Car Electr.									!	!

PRICES

2014	-
2015	-
2016	-
2017	-
2018	-
2019	-
2020	-
2021	-
2022	$26,600 - $36,500
2023	$29,300 - $40,100

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	-	-	-
2018	-	-	-
2019	-	-	-
2020	-	-	-
2021	-	-	-
2022	Accept.	NT	⇈/⇈
2023	Accept.	NT	⇈/⇈

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WORSE — BETTER GOOD BET

Ford Mustang

Ford's iconic Mustang offers plenty of V6 and V8 performance at bargain prices. A 2015 redesign added a nicer interior, an independent rear suspension, and a raspy-sounding turbo four-cylinder that delivers plenty punch. The slick six-speed manual is very satisfying to use, and the automatic works well. Handling is balanced, and the firm ride is well controlled. The Mustang got a major makeover for 2018, with new exterior styling, more interior electronics, additional safety equipment, and new powertrain options, including an available 10-speed automatic. New equipment for 2020 includes a 2.3-liter High Performance package for the four-cylinder model, along with upgraded brakes and suspension components. Other 2020 updates include a new Shelby GT500, which produces 760 hp from its supercharged 5.2-liter V8 engine. The 2021 model year brought the return of the performance-oriented Mach 1.

REDESIGN/FRESHENING:
2015, 2024

SAFETY EQUIPMENT:
ABS, ESC, side, and head protection air bags standard.

DRIVE WHEELS:
Rear

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	!	!	🔽	!	!	!	⏬	🔼	*	*
Engine, Major	⏫	⏫	⏬	⏫	🔽	⏫	⏫	⏫	*	*
Engine Minor	🔼	⏫	🔼	⏫	⏫	⏫	⏫	⏫	*	*
Engine Cooling	⏬	⏫	⏫	⏫	⏫	⏫	⏫	⏫	*	*
Trans. Major	!	⏫	⏫	⏫	⏬	🔽	⏬	⏫	*	*
Trans. Minor	⏫	⏫	⏫	⏫	!	!	⏫	⏫	*	*
Electric Motor										
EV Battery										
EV Charging										
Drive System	⏫	⏫	🔼	⏫	⏫	🔼	⏫	⏫	*	*
Fuel System	⏫	⏫	⏬	⏬	⏫	⏫	🔼	⏬	*	*
Electrical	⏬	⏫	⏬	⏫	⏫	⏫	⏫	⏫	*	*
Climate Syst.	🔽	⏬	⏬	🔽	⏬	⏫	⏫	⏫	*	*
Suspension	⏫	⏬	⏬	⏫	🔼	!	⏬	⏫	*	*
Brakes	⏫	🔼	🔼	⏫	⏫	⏫	⏬	⏫	*	*
Exhaust	⏫	!	⏫	⏬	⏫	⏫	⏫	⏫	*	*
Paint/Trim	🔽	⏫	⏬	🔼	🔽	🔼	⏬	⏫	*	*
Noises & Leaks	🔼	🔽	🔼	🔼	⏬	🔼	⏬	⏫	*	*
Body Hardware	🔼	⏫	🔽	⏬	⏫	🔼	⏬	⏫	*	*
Power Equip.	⏫	⏬	🔼	⏫	⏫	!	⏬	⏫	*	*
In-Car Electr.	⏫	⏬	🔽	🔼	🔼	🔽	🔽	⏫	*	*

PRICES

2014	$12,400 - $50,200
2015	$14,500 - $32,900
2016	$16,500 - $45,000
2017	$17,600 - $47,900
2018	$19,900 - $54,600
2019	$21,900 - $58,700
2020	$24,000 - $80,500
2021	$25,500 - $83,700
2022	$28,100 - $49,900
2023	$30,500 - $55,300

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	NT	🔼/🔼
2015	Good	Accept.	⏫/⏫
2016	Good	Accept.	⏫/⏫
2017	Good	Accept.	⏫/⏫
2018	Good	Accept.	⏫/⏫
2019	Good	Accept.	⏫/⏫
2020	Good	Accept.	⏫/⏫
2021	Good	Accept.	⏫/⏫
2022	Good	Accept.	⏫/⏫
2023	Good	Accept.	⏫/⏫

Ford Mustang Mach-E

The Mustang Mach-E is Ford's first designed-from-the-ground-up electric vehicle. It draws some styling cues from the iconic Mustang muscle car, but the Mach-E is a five-passenger SUV with useful cargo room, and it's available with all-wheel drive. The extended-range battery version with AWD has a 270-mile range. At home level 2 and public level 3 DC charging performance is acceptable, but far from the best. The Mach-E is quick and quiet, with taut and agile handling, all of which make it fun to drive. The ride can feel tense and bouncy at times. A 15.5-inch vertical touch screen dominates the stark interior; the system has a steep learning curve before familiarity sets in. Ford's Blue Cruise hands-free driving system is optional.

REDESIGN/FRESHENING:
2021

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW, AEB, BSW, and RCTW standard.

DRIVE WHEELS:
AWD; Rear

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability								🔽	🔽	⏫
Engine, Major										
Engine Minor										
Engine Cooling										
Trans. Major										
Trans. Minor										
Electric Motor								🔼	!	⏫
EV Battery								🔽	!	⏫
EV Charging								🔼	!	⏫
Drive System								⏫	🔼	⏫
Fuel System										
Electrical										
Climate Syst.								⏫	⏫	⏫
Suspension								⏫	⏫	⏫
Brakes								!	⏫	⏫
Exhaust										
Paint/Trim								⏫	⏫	⏫
Noises & Leaks								🔼	🔽	⏫
Body Hardware								🔼	🔼	⏫
Power Equip.								🔽	!	⏫
In-Car Electr.								⏬	🔽	⏬

PRICES

2014	-
2015	-
2016	-
2017	-
2018	-
2019	-
2020	-
2021	$23,800 - $32,400
2022	$28,400 - $37,400
2023	$32,800 - $49,300

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	-	-	-
2018	-	-	-
2019	-	-	-
2020	-	-	-
2021	Good	Good	NT/⏫
2022	Good	Good	NT/⏫
2023	Good	Good	NT/⏫

Ford Ranger

The earlier generation of Ranger, which was discontinued in 2011, is a truly compact truck, but it suffered from lackluster handling and a thirsty and sluggish V6. Ford resurrected the Ranger name for 2019 with a redesigned and larger truck that combines modern elements with some primitive execution. The Ranger offers the latest entertainment and safety technologies, but its ride is stiff and choppy. Handling is clumsy, and at low speeds, the engine noise is quite pronounced. The 2.3-liter turbocharged four-cylinder engine is mated to a 10-speed automatic transmission. This combination makes the Ranger responsive. The optional Sync 3 infotainment system is easy to use, but other controls aren't as well-designed. It's hard to get in because of the high floor. There are two cab configurations: an extended cab and a crew cab.

REDESIGN/FRESHENING:
2019, 2024

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2019.

DRIVE WHEELS:
4WD; Rear

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability						↓	↓	↑	↓	↑
Engine, Major						↓	!	⇈	⇈	⇈
Engine Minor						⇈	⇈	⇈	↓	⇈
Engine Cooling						⇈	⇈	⇈	⇈	⇈
Trans. Major						⇈	!	⇈	⇈	⇈
Trans. Minor						⇊	⇊	↑	⇈	⇈
Electric Motor										
EV Battery										
EV Charging										
Drive System						!	⇊	↑	⇈	⇈
Fuel System						⇈	⇈	⇈	⇈	↓
Electrical						⇈	⇈	⇈	⇈	⇈
Climate Syst.						⇊	⇈	⇈	⇈	⇈
Suspension						↓	!	⇈	⇈	⇈
Brakes						⇈	⇈	↑	↓	⇈
Exhaust						⇈	⇈	⇈	⇈	⇈
Paint/Trim						!	↑	⇈	⇈	⇈
Noises & Leaks						!	!	⇈	⇊	↓
Body Hardware						↑	↑	⇈	⇊	⇈
Power Equip.						⇈	⇈	⇈	↓	⇈
In-Car Electr.						!	↑	↑	↑	!

PRICES

2014	-
2015	-
2016	-
2017	-
2018	-
2019	$20,000 - $31,100
2020	$22,300 - $33,400
2021	$24,100 - $36,500
2022	$26,700 - $40,100
2023	$30,700 - $44,100

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	-	-	-
2018	-	-	-
2019	Good	Good	↑/⇈
2020	Good	Good	↑/⇈
2021	Good	Good	↑/⇈
2022	Good	Good	↑/⇈
2023	Good	Good	↑/⇈

Ford Taurus

The Taurus name has appeared on a variety of Ford sedans over the years. In 2010 a redesigned Taurus arrived that put styling ahead of interior room and comfort, as well as driver visibility. It's a large, quiet, and pleasant sedan that rides and handles competently, with good isolation from road imperfections. The base V6 and six-speed automatic work well together. Interior fit and finish is good and the cabin is quiet, but interior accommodations are cramped and outward visibility is poor. The 2013 freshening brought improved performance and fuel economy for the 3.5-liter V6, and a 240-hp, 2.0-liter, turbo four-cylinder engine was available. On the safety front, FCW and BSW were available. 2013 brought the convoluted MyFord Touch system, which made the controls worse. It was replaced in 2016 with the far-superior Sync 3 system. 2019 was the final year for the Taurus.

REDESIGN/FRESHENING:
2013

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	↓	↑	*	*	*	*				
Engine, Major	!	⇈	*	*	*	*				
Engine Minor	⇈	⇈	*	*	*	*				
Engine Cooling	⇈	⇈	*	*	*	*				
Trans. Major	!	⇈	*	*	*	*				
Trans. Minor	⇈	↓	*	*	*	*				
Electric Motor										
EV Battery										
EV Charging										
Drive System	⇊	⇈	*	*	*	*				
Fuel System	⇊	⇊	*	*	*	*				
Electrical	⇈	⇈	*	*	*	*				
Climate Syst.	↑	↑	*	*	*	*				
Suspension	↓	⇈	*	*	*	*				
Brakes	⇈	↓	*	*	*	*				
Exhaust	↓	⇈	*	*	*	*				
Paint/Trim	⇊	⇈	*	*	*	*				
Noises & Leaks	⇈	⇈	*	*	*	*				
Body Hardware	⇊	⇈	*	*	*	*				
Power Equip.	⇈	⇈	*	*	*	*				
In-Car Electr.	⇊	↓	*	*	*	*				

PRICES

2014	$8,100 - $11,000
2015	$9,300 - $13,500
2016	$10,400 - $14,700
2017	$11,500 - $19,400
2018	$13,900 - $22,000
2019	$17,000 - $25,900
2020	-
2021	-
2022	-
2023	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	Accept.	⇈/⇈
2015	Good	Accept.	⇈/⇈
2016	Good	Accept.	⇈/⇈
2017	Good	Accept.	⇈/⇈
2018	Good	Accept.	⇈/⇈
2019	Good	Accept.	⇈/⇈
2020	-	-	-
2021	-	-	-
2022	-	-	-
2023	-	-	-

Genesis G70

The Genesis G70 sport sedan has a standard 252-hp, four-cylinder turbo engine that is energetic, but its acceleration time is among the slowest in the class. We got 23 mpg in our AWD version, which isn't particularly good. A manual transmission is available. The up level 365-hp V6 turbo is quieter and makes the car much quicker. The G70 has agile handling and a taut, controlled ride. However, its braking distances were long on both wet and dry pavement. The car is quiet, and the interior is well-put-together. Access is a bit tough because of the low stance, and the cabin is very cramped, particularly the tight backseat. There are easy-to-use buttons and knobs for the climate system and other functions. A larger and more feature-rich infotainment system was added for 2022.

REDESIGN/FRESHENING:	SAFETY EQUIPMENT:	DRIVE WHEELS:
2019	ABS, ESC, side and head protection air bags standard. FCW, AEB, and BSW standard from 2019.	AWD; Rear

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability						!	*	*	↑	*
Engine, Major						⇈	*	*	⇈	*
Engine Minor						⇈	*	*	⇈	*
Engine Cooling						⇈	*	*	⇈	*
Trans. Major						⇈	*	*	⇈	*
Trans. Minor						⇈	*	*	⇈	*
Electric Motor										
EV Battery										
EV Charging										
Drive System						⇈	*	*	↓	*
Fuel System						↓	*	*	⇈	*
Electrical						⇈	*	*	⇈	*
Climate Syst.						↓	*	*	⇈	*
Suspension						⇈	*	*	⇈	*
Brakes						⇈	*	*	⇈	*
Exhaust						⇈	*	*	⇈	*
Paint/Trim						↓	*	*	⇈	*
Noises & Leaks						⇊	*	*	↓	*
Body Hardware						⇊	*	*	⇈	*
Power Equip.						⇈	*	*	↓	*
In-Car Electr.						⇊	*	*	⇈	*

PRICES

2014	-
2015	-
2016	-
2017	-
2018	-
2019	$21,100 - $30,100
2020	$22,700 - $32,100
2021	$24,400 - $33,700
2022	$30,200 - $41,900
2023	$34,600 - $45,700

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	-	-	-
2018	-	-	-
2019	Good	Good	NT
2020	Good	Good	NT
2021	Good	Good	NT
2022	Good	Good	NT
2023	Good	Good	NT

Genesis G80

Much less expensive than competing midsized luxury sedans, the G80 delivers just about every feature and luxury attribute a buyer could imagine. Offered with a smooth and refined V6 or a potent V8, the G80 has responsive handling and a comfortable ride, though it can't quite match its German competitors. Our tested AWD V6 returned a competitive 20 mpg overall. Controls are refreshingly straightforward for a luxury car. Rear-seat passengers are pampered with amenities and plentiful space. 2019 brought an upgraded, 8-inch touch-screen infotainment system. The 2021 redesign has a standard 300-hp, 2.5-liter turbo four-cylinder and an optional 375-hp, 3.5-liter V6 turbo that both provide effortless acceleration. Ride comfort is impressive and handling is responsive. Fit and finish is top notch. However, the infotainment system is overly complicated and the unintuitive gear selector is tricky to use.

REDESIGN/FRESHENING:	SAFETY EQUIPMENT:	DRIVE WHEELS:
2017, 2021	ABS, ESC, side and head protection air bags standard. FCW, AEB, BSW, and RCTW standard.	AWD; Rear

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability				↓	↓	↑	*	*	*	*
Engine, Major				↑	⇈	⇈	*	*	*	*
Engine Minor				↓	⇈	⇈	*	*	*	*
Engine Cooling				⇈	⇊	⇈	*	*	*	*
Trans. Major				⇊	↑	⇈	*	*	*	*
Trans. Minor				⇊	⇈	⇈	*	*	*	*
Electric Motor										
EV Battery										
EV Charging										
Drive System				↑	⇈	⇈	*	*	*	*
Fuel System				⇈	⇈	⇈	*	*	*	*
Electrical				⇈	⇈	⇈	*	*	*	*
Climate Syst.				!	⇊	⇊	*	*	*	*
Suspension				!	⇊	⇈	*	*	*	*
Brakes				⇈	⇈	⇈	*	*	*	*
Exhaust				↓	↑	⇈	*	*	*	*
Paint/Trim				⇊	⇈	!	*	*	*	*
Noises & Leaks				↑	↑	⇈	*	*	*	*
Body Hardware				⇊	↓	⇈	*	*	*	*
Power Equip.				!	!	⇈	*	*	*	*
In-Car Electr.				!	⇊	⇊	*	*	*	*

PRICES

2014	-
2015	-
2016	-
2017	$17,300 - $19,900
2018	$19,900 - $26,900
2019	$24,300 - $31,800
2020	$27,000 - $35,300
2021	$34,600 - $42,900
2022	$38,600 - $48,600
2023	$43,900 - $60,400

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	Good	Good	⇈/⇈
2018	Good	Good	⇈/⇈
2019	Good	Good	⇈/⇈
2020	Good	Good	⇈/⇈
2021	Good	Good	⇈/⇈
2022	Good	Good	⇈/⇈
2023	Good	Good	⇈/⇈

Genesis G90

Hyundai's luxury flagship sedan features a 5.0-liter V8 or a 3.3-liter turbocharged V6, which is the better choice of the two. Both are mated to a smooth eight-speed automatic and are available with either rear or all-wheel drive. The spacious cabin is bathed in soft-touch materials and decked out with wood and chrome trim, but it comes up short on wow factor. The ride is cushy and cosseting; the cabin is super-quiet. Handling is responsive, although not sporty. As is typical for this often-chauffeur-driven class, the backseat is really the place to be. It has massaging seats, and controls in the rear armrest manage audio and climate settings. The 2020 model's freshening that included a system that can alert the driver and passengers if a car or cyclist is approaching the car when a door is opening. In addition, the infotainment screen became touch enabled.

REDESIGN/FRESHENING:
2017, 2023

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW, AEB, BSW, and RCTW standard.

DRIVE WHEELS:
AWD; Rear

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability				*	*	*	*	*	*	*
Engine, Major				*	*	*	*	*	*	*
Engine Minor				*	*	*	*	*	*	*
Engine Cooling				*	*	*	*	*	*	*
Trans. Major				*	*	*	*	*	*	*
Trans. Minor				*	*	*	*	*	*	*
Electric Motor										
EV Battery										
EV Charging										
Drive System				*	*	*	*	*	*	*
Fuel System				*	*	*	*	*	*	*
Electrical				*	*	*	*	*	*	*
Climate Syst.				*	*	*	*	*	*	*
Suspension				*	*	*	*	*	*	*
Brakes				*	*	*	*	*	*	*
Exhaust				*	*	*	*	*	*	*
Paint/Trim				*	*	*	*	*	*	*
Noises & Leaks				*	*	*	*	*	*	*
Body Hardware				*	*	*	*	*	*	*
Power Equip.				*	*	*	*	*	*	*
In-Car Electr.				*	*	*	*	*	*	*

PRICES

2014	-
2015	-
2016	-
2017	$19,500 - $22,400
2018	$24,900 - $26,900
2019	$31,500 - $34,400
2020	$36,200 - $40,800
2021	$44,000 - $49,100
2022	$51,800 - $58,600
2023	$70,600 - $80,600

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	Good	Good	NT
2018	Good	Good	NT
2019	Good	Good	NT
2020	Good	Good	NT
2021	Good	Good	NT
2022	Good	Good	NT
2023	Good	Good	NT

Genesis GV70

New for 2022, the GV70 more than holds its own in the compact luxury SUV segment. The standard 2.5-liter turbocharged four-cylinder engine is punchy and polished and yields competitive 24 mpg overall. The optional more powerful 3.5-liter turbocharged V6 is even smoother, but frivolous. The GV70 is taut and agile and handles more like a sports sedan than an SUV. It steers with precision, making it feel sporty and enjoyable to drive. The ride is pliant and composed. AWD is standard. The lavishly furnished cabin is impressive and the seats are comfortable and supportive. Despite the swoopy styling, rear seat room is decent but rear visibility is hampered. Unfortunately, the controls are very unintuitive and distracting, including the rotary gear selector.

REDESIGN/FRESHENING:
2022

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW, AEB, BSW, and RCTW standard.

DRIVE WHEELS:
AWD

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability									↓	↓
Engine, Major									↑	⇈
Engine Minor									⇈	⇈
Engine Cooling									⇈	⇈
Trans. Major									↑	⇈
Trans. Minor									!	⇈
Electric Motor										
EV Battery										
EV Charging										
Drive System									⇊	!
Fuel System									⇊	⇈
Electrical									⇈	⇈
Climate Syst.									!	↑
Suspension									↑	⇈
Brakes									⇈	⇈
Exhaust									↑	⇈
Paint/Trim									!	↑
Noises & Leaks									↑	⇈
Body Hardware									⇊	↑
Power Equip.									⇈	⇈
In-Car Electr.									↑	!

PRICES

2014	-
2015	-
2016	-
2017	-
2018	-
2019	-
2020	-
2021	-
2022	$41,100 - $69,200
2023	$45,700 - $65,800

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	-	-	-
2018	-	-	-
2019	-	-	-
2020	-	-	-
2021	-	-	-
2022	Good	Good	NT
2023	Good	Good	NT

⇊ ↓ ! ↑ ⇈ WORSE — BETTER ✓ GOOD BET

Genesis GV80

New for 2021, the GV80 is the first SUV from Hyundai's luxury brand, Genesis, and shares its architecture with the 2021 G80 sedan. It's quick, quiet, beautifully-appointed, and enjoyable to drive. The standard engine is a 2.5-liter turbo four-cylinder and the uplevel engine is a punchy 3.5-liter turbo V6. The latter is more of a treat for its effortless power, but it's not particularly fuel efficient. Rear- and all-wheel drive versions are available. The GV80 has sharp steering and feels taut and agile through corners. The interior is finely-crafted, but the infotainment system's controller dial is very tricky to use. A third-row seat is available, but it's tiny.

REDESIGN/FRESHENING:
2021

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW, AEB, BSW, and RCTW standard.

DRIVE WHEELS:
AWD; Rear

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability								↓	↓	↓
Engine, Major								↓	⇈	↑
Engine Minor								⇈	⇈	⇈
Engine Cooling								⇈	⇈	⇈
Trans. Major								↑	⇈	⇈
Trans. Minor								⇈	⇈	⇈
Electric Motor										
EV Battery										
EV Charging										
Drive System								⇈	↓	⇈
Fuel System								⇈	⇈	⇈
Electrical								⇈	⇈	⇈
Climate Syst.								↓	↓	↑
Suspension								!	↓	↓
Brakes								!	↓	⇊
Exhaust								⇈	⇈	⇈
Paint/Trim								!	⇈	⇈
Noises & Leaks								⇈	↓	⇈
Body Hardware								⇊	⇈	↑
Power Equip.								!	⇊	⇈
In-Car Electr.								⇊	↑	!

PRICES

2014	-
2015	-
2016	-
2017	-
2018	-
2019	-
2020	-
2021	$40,300 - $54,100
2022	$44,700 - $69,200
2023	$51,800 - $65,600

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	-	-	-
2018	-	-	-
2019	-	-	-
2020	-	-	-
2021	Good	Good	↑/⇈
2022	Good	Good	↑/⇈
2023	Good	Good	↑/⇈

GMC Acadia

The Acadia three-row SUV uses a 3.6-liter V6 engine and a six-speed automatic transmission that make for a refined powertrain. Expect about 16 mpg overall. Both front and all-wheel-drive versions are available. The ride is comfortable, the handling is responsive, and the interior is quiet. The third row seats are roomy enough to accommodate three adults, especially when the second row is moved forward. A 2013 freshening brought an upgraded interior with an improved infotainment system. The Acadia was redesigned in 2017 to be both smaller and lighter than its predecessor, but still retains its three row seating configuration. Four cylinder engines are available in addition to the 3.6-liter V6, which gets much better fuel economy. For 2020 it was freshened, getting a four-cylinder turbo engine and a nine-speed automatic.

REDESIGN/FRESHENING:
2007, 2017

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. BSW and RCTW standard from 2020.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	↓	↓	↓	↓	⇊	↓	↓	↑	*	↑
Engine, Major	⇈	⇈	⇈	⇈	↓	⇈	⇈	⇈	*	⇈
Engine Minor	↓	⇊	!	↑	↑	↑	!	⇈	*	⇈
Engine Cooling	!	⇈	⇈	↓	⇈	↓	⇈	⇈	*	⇈
Trans. Major	⇊	⇊	↓	⇊	⇊	↓	⇈	⇈	*	⇈
Trans. Minor	⇈	⇈	⇈	↓	⇊	⇈	↓	⇈	*	↓
Electric Motor										
EV Battery										
EV Charging										
Drive System	⇊	↓	⇊	↑	⇊	!	⇈	⇈	*	⇈
Fuel System	↑	⇊	⇈	!	↑	⇈	⇈	↑	*	⇈
Electrical	⇈	⇈	⇈	!	↓	⇈	!	⇈	*	⇈
Climate Syst.	⇊	⇊	⇊	⇊	⇊	↓	⇊	⇈	*	⇈
Suspension	↑	⇊	⇊	↓	⇊	⇊	⇈	⇈	*	⇈
Brakes	⇊	!	⇊	↑	⇊	!	⇈	!	*	⇈
Exhaust	⇈	⇊	⇈	↓	!	⇈	!	↑	*	⇈
Paint/Trim	↑	⇊	⇈	!	⇈	⇈	⇊	!	*	⇈
Noises & Leaks	⇊	!	⇊	⇊	↑	⇊	!	↑	*	⇈
Body Hardware	↑	⇊	↑	⇈	⇈	↑	↓	⇈	*	⇈
Power Equip.	⇊	⇊	!	⇊	⇊	⇊	⇊	⇊	*	⇈
In-Car Electr.	↑	↓	↓	⇊	⇊	↓	⇊	↓	*	↑

PRICES

2014	$9,200 - $13,500
2015	$10,300 - $15,500
2016	$11,100 - $17,400
2017	$13,500 - $20,200
2018	$15,900 - $23,200
2019	$17,800 - $27,000
2020	$20,300 - $32,100
2021	$23,300 - $36,200
2022	$28,300 - $40,400
2023	$30,200 - $44,300

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	NT	⇈/⇈
2015	Good	NT	⇈/⇈
2016	Good	NT	⇈/⇈
2017	Good	Good	⇈/⇈
2018	Good	Good	⇈/⇈
2019	Good	Good	⇈/⇈
2020	Good	Good	⇈/⇈
2021	Good	Good	⇈/⇈
2022	Good	Good	⇈/⇈
2023	Good	Good	⇈/⇈

GMC Canyon

The compact Canyon has an unsettled ride, and the body quivers constantly. Handling is sound but unexceptional, and the 48-foot turning circle makes parking maneuvers a chore. The optional four wheel-drive system is part-time only. Until 2009, the Canyon offered only crude and noisy four and five-cylinder engines. Then a smooth and powerful V8 was added. Updates for 2009 also included standard electronic stability control as well as the 300-hp V8. The Canyon was dropped after 2012. A redesigned model arrived in late 2014 which offered a 200-hp four-cylinder or a 305-hp V6, both backed by a standard six-speed automatic. Updates for 2016 included Android Auto and Apple CarPlay and the addition of the optional 2.8-liter four-cylinder turbodiesel engine. New for 2017 are an eight-speed automatic and more horsepower to the V6. Updates for the 2020 model year include a new infotainment system and an available locking tail gate.

REDESIGN/FRESHENING:
2015, 2023

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard.

DRIVE WHEELS:
4WD; Rear

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability		↓	●	↓	↓	↓	↓	●	↓	*
Engine, Major		⇈	⇈	⇈	⇈	↑	↑	↓	⇈	*
Engine Minor		⇈	⇈	↑	↑	●	⇈	⇈	↑	*
Engine Cooling		⇈	⇈	⇈	⇈	⇈	↑	⇈	⇈	*
Trans. Major		⇊	●	⇊	⇊	⇊	⇊	↓	⇈	*
Trans. Minor		⇈	⇊	⇊	⇊	⇊	⇊	⇈	⇊	*
Electric Motor										
EV Battery										
EV Charging										
Drive System		↓	⇊	⇊	⇈	↑	⇊	⇈	●	*
Fuel System		⇊	●	⇊	⇊	↓	⇈	⇈	⇈	*
Electrical		⇈	⇈	↑	⇈	⇈	⇈	⇈	↑	*
Climate Syst.		●	↑	●	↑	↑	●	↑	⇈	*
Suspension		↓	●	●	↑	⇈	↑	⇈	⇈	*
Brakes		↑	↑	●	↓	⇈	⇈	●	↑	*
Exhaust		↓	⇊	↑	⇊	↓	⇈	⇈	⇈	*
Paint/Trim		↓	●	⇈	↑	●	⇈	⇈	↑	*
Noises & Leaks		⇊	⇈	↑	↓	⇈	⇈	↑	⇊	*
Body Hardware		⇊	↑	↑	●	●	↑	⇈	↓	*
Power Equip.		⇊	↑	↓	●	●	⇈	↑	⇈	*
In-Car Electr.		⇊	⇊	⇈	↓	⇊	⇊	↑	↓	*

PRICES

2014	-
2015	$14,000 - $20,700
2016	$15,200 - $23,600
2017	$16,500 - $26,700
2018	$17,600 - $29,100
2019	$18,300 - $33,000
2020	$20,700 - $35,300
2021	$24,900 - $37,800
2022	$27,800 - $42,500
2023	$41,900 - $63,500

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	-	-	-
2015	Good	NT	↑/⇈
2016	Good	NT	↑/⇈
2017	Good	Good	↑/⇈
2018	Good	Good	↑/⇈
2019	Good	Good	↑/⇈
2020	Good	Good	↑/⇈
2021	Good	Good	↑/⇈
2022	Good	Good	↑/⇈
2023	NT	NT	↑/⇈

GMC Sierra 1500

GMC's full-size Sierra has powerful engines, responsive handling, a spacious cabine, and a decent ride for the class, but the powertrains aren't as refined as some competitors'. A 2014 redesign brought a more spacious cabin. Fuel economy is an impressive 16 mpg, but the new truck feels sluggish. The 2019 redesign carries over its V8 engine options and adds a 3.0-liter turbo-diesel and 2.7-liter turbo four-cylinder. The cabin is very quiet, and handling is sound, but the ride is stiff. Rear-seat room in crew cab versions is immense, but the step-in is high. 2020 brought an available 3.0-liter turbodiesel six-cylinder paired with a 10-speed automatic, along with suspension tweaks. The diesel pulls strongly, feels refined, and returns 23 mpg overall. Significant interior updates were made for 2022 and GM's Super Cruise driver assistance system is available.

REDESIGN/FRESHENING:
2014, 2019

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard.

DRIVE WHEELS:
4WD; AWD; Rear

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	↓	↓	↓	↓	↓	↓	●	↓	↓	↓
Engine, Major	↑	↓	↑	●	↓	↓	↑	⇊	↓	↑
Engine Minor	⇈	↓	↑	↑	●	●	⇈	↑	↑	⇈
Engine Cooling	⇈	↑	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Trans. Major	⇊	⇊	⇊	⇊	⇊	⇊	●	↑	⇈	⇈
Trans. Minor	●	↑	⇊	⇊	⇊	⇊	↑	⇈	↑	⇈
Electric Motor										
EV Battery										
EV Charging										
Drive System	●	↑	↑	↓	↓	⇈	↑	⇈	↑	↑
Fuel System	↓	●	⇈	⇊	⇈	●	↓	↓	⇈	↓
Electrical	↑	↓	⇈	↑	↓	↑	⇈	⇈	⇈	↑
Climate Syst.	⇊	⇊	⇊	↓	↓	↑	●	⇈	⇈	↑
Suspension	●	↑	↑	●	●	⇈	↑	↑	↑	↑
Brakes	↓	⇊	●	↓	⇈	⇊	↑	↑	⇈	⇈
Exhaust	●	↑	⇈	↑	↑	↑	⇈	⇈	⇈	●
Paint/Trim	⇊	⇊	●	●	●	↑	⇈	↑	↓	↑
Noises & Leaks	↑	↑	↑	●	↑	↓	●	●	⇈	↑
Body Hardware	↓	⇊	⇈	↑	●	↑	⇈	⇈	↑	●
Power Equip.	↓	●	●	●	●	●	↑	↑	⇈	⇈
In-Car Electr.	●	⇊	↓	↓	↓	↓	●	↑	●	↓

PRICES

2014	$11,200 - $21,700
2015	$12,700 - $23,800
2016	$14,000 - $25,800
2017	$16,300 - $28,500
2018	$17,500 - $33,600
2019	$21,700 - $44,000
2020	$24,000 - $46,100
2021	$26,000 - $48,300
2022	$27,300 - $69,800
2023	$35,100 - $76,800

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	NT	⇈/⇈
2015	Good	NT	⇈/⇈
2016	Good	Marg.	⇈/⇈
2017	Good	Marg.	⇈/⇈
2018	Good	Marg.	⇈/⇈
2019	Good	Good	↑/⇈
2020	Good	Good	↑/⇈
2021	Good	Good	↑/⇈
2022	Good	Good	↑/⇈
2023	Good	Good	↑/⇈

GMC Terrain

The Terrain is GMC's small/midsized SUV. It is a sibling of the Chevrolet Equinox but with more angular styling. It features a direct-injection 2.4-liter, four cylinder engine that returned 21 mpg overall in our tested Equinox. It is also available with a 3.0-liter V6 that is more refined and returned 18 mpg overall in our testing. We found the V6 model had better steering feel, and the ride in both was taut and steady. The roomy rear seat is comfortable for adults. With either engine, the transmission is reluctant to downshift at times. Redesigned for 2018, we tested the 2.0-liter turbo mated to a nine-speed automatic. But the transmission's shifts are neither swift nor smooth, and the gear selector is controlled by unintuitive-to-operate push buttons on the lower dash. The infotainment system is one of the easier ones to use. The 2.0-liter turbo was dropped for 2021, leaving the 1.5-liter turbo four-cylinder as the sole engine.

REDESIGN/FRESHENING:
2010, 2018

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2020.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'14	'15	'16	'17	**'18**	'19	'20	'21	'22	'23
Overall Reliability	↓	↓	↓	↓	↑	↑	↑	❘	❘	↑
Engine, Major	↓	⇊	❘	⇊	⇈	↑	⇈	⇈	⇈	⇈
Engine Minor	↓	↑	⇊	⇊	⇈	⇈	⇈	❘	⇈	⇈
Engine Cooling	⇈	⇈	↑	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Trans. Major	⇈	↑	❘	❘	⇈	⇈	⇈	⇈	↑	⇈
Trans. Minor	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Electric Motor										
EV Battery										
EV Charging										
Drive System	↑	❘	❘	⇊	⇈	⇈	⇈	❘	⇈	⇈
Fuel System	⇊	↑	↓	↓	↑	⇈	↑	↑	↓	↑
Electrical	↑	⇈	↓	↑	⇈	⇈	⇈	⇈	⇈	⇈
Climate Syst.	❘	❘	❘	↑	❘	⇈	⇈	⇈	⇈	⇈
Suspension	❘	❘	↓	⇊	⇈	↑	⇈	↑	⇈	⇈
Brakes	⇊	⇊	⇊	↑	↑	↑	↑	⇈	⇈	⇈
Exhaust	⇊	⇊	⇊	⇈	⇈	⇈	⇈	⇈	↑	⇈
Paint/Trim	❘	⇊	❘	↓	↑	↑	↑	⇈	❘	↑
Noises & Leaks	❘	↓	⇈	⇊	↑	❘	↑	⇊	⇈	❘
Body Hardware	↑	❘	↑	⇈	⇈	↑	⇈	↑	↑	⇈
Power Equip.	⇈	⇈	↑	↑	⇈	↑	↑	↑	↑	⇈
In-Car Electr.	↑	↑	❘	↑	↑	↑	⇈	⇈	❘	❘

PRICES

2014	$7,800 - $11,000
2015	$8,400 - $12,600
2016	$10,900 - $14,400
2017	$12,000 - $16,700
2018	$15,200 - $20,600
2019	$16,800 - $23,800
2020	$18,100 - $26,000
2021	$20,200 - $28,500
2022	$23,400 - $31,100
2023	$26,100 - $34,400

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	Good	↑/⇈
2015	Good	Good	↑/⇈
2016	Good	Good	↑/⇈
2017	Good	Good	↑/⇈
2018	Good	Good	⇈/⇈
2019	Good	Good	⇈/⇈
2020	Good	Good	⇈/⇈
2021	Good	Good	⇈/⇈
2022	Good	Good	⇈/⇈
2023	Good	Good	⇈/⇈

GMC Yukon

This twin of the Chevrolet Tahoe has strong engines, a comfortable ride, and a high-quality interior. The third-row seats don't fold flat into the floor, eating up cargo room. The 5.3-liter V8 and six-speed automatic is a strong enough, but unrefined, powertrain. Controls are mostly simple. The 2015 redesign brought a sumptuous and quiet interior, power folding second- and third-row seats, and available active safety features. While the magnetic ride control suspension improves the ride, it's only on the top trim Denali with the 6.2-liter V8. The redesigned 2021 model's independent rear suspension improved ride comfort and third-row room. The standard 5.3-liter V8 and 10-speed automatic supply plenty of predictable uninterrupted power. Handling is rather ponderous but secure. Cargo capacity is generous. Controls are very easy to use except for the tricky gear selector. It's a big step to get into the Yukon and the tall hood cuts forward visibility.

REDESIGN/FRESHENING:
2015, 2021

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2021.

DRIVE WHEELS:
4WD; AWD; Rear

RELIABILITY HISTORY

	'14	**'15**	'16	'17	'18	'19	'20	**'21**	'22	'23
Overall Reliability	*	↓	⇊	⇊	↓	❘	↑	⇊	↓	↓
Engine, Major	*	⇈	⇈	⇊	↓	⇈	⇈	⇊	⇈	⇈
Engine Minor	*	⇊	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Engine Cooling	*	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Trans. Major	*	⇊	⇊	⇊	↑	↑	⇈	↑	⇈	⇈
Trans. Minor	*	↑	↓	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Electric Motor										
EV Battery										
EV Charging										
Drive System	*	↓	⇊	❘	⇊	⇈	⇈	↑	⇈	↓
Fuel System	*	↑	❘	↑	↑	↑	⇈	⇊	⇊	⇈
Electrical	*	⇈	⇈	↑	⇈	⇈	⇈	⇈	↑	⇈
Climate Syst.	*	⇊	⇊	⇊	⇊	⇊	⇈	❘	⇈	⇈
Suspension	*	⇊	⇊	⇈	⇊	❘	⇈	❘	⇈	⇈
Brakes	*	↑	⇊	⇊	⇊	↑	⇈	⇈	⇊	⇈
Exhaust	*	⇊	⇊	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Paint/Trim	*	⇊	⇊	↑	↑	⇈	⇊	⇊	⇈	↑
Noises & Leaks	*	❘	↓	⇊	⇊	↑	❘	⇊	⇊	⇈
Body Hardware	*	↑	↑	↓	⇈	⇈	⇊	⇈	↑	↑
Power Equip.	*	⇊	⇊	↓	❘	↓	↑	↓	⇈	⇈
In-Car Electr.	*	⇊	⇊	❘	❘	⇊	⇈	↑	⇊	↑

PRICES

2014	$12,600 - $17,100
2015	$17,300 - $22,300
2016	$18,300 - $24,800
2017	$20,200 - $30,500
2018	$23,800 - $35,600
2019	$27,400 - $41,500
2020	$33,000 - $49,500
2021	$43,200 - $63,700
2022	$48,400 - $73,200
2023	$55,300 - $94,600

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	NT	NT	⇈/⇈
2015	NT	NT	⇈/⇈
2016	NT	NT	⇈/⇈
2017	NT	NT	⇈/⇈
2018	NT	NT	⇈/⇈
2019	NT	NT	↑/⇈
2020	NT	NT	↑/⇈
2021	NT	NT	↑/⇈
2022	NT	NT	↑/⇈
2023	NT	NT	↑/⇈

GMC Yukon XL

The Yukon XL, like the similar Chevrolet Suburban, has large cargo and towing capacities. The third-row seats don't fold flat into the floor, eating up cargo room. The 5.3-liter V8 and six-speed automatic is a strong enough, but unrefined, powertrain. The 2015 redesign brought a sumptuous and quiet interior, power folding second and third-row seats, and available active safety features. Top-trim Denali versions offer a stronger V8 and plusher interior finishes, and the magnetic ride suspension that pays dividends in ride comfort and handling agility. The redesigned 2021 model got an independent rear suspension that improved ride comfort and third-row room. The standard 5.3-liter V8 and 10-speed automatic form a strong powertrain. Handling is rather ponderous but safe. Cargo capacity is enormous. Controls are very easy to use except for the tricky gear selector. It's a big step to get into the Yukon XL and the tall hood cuts forward visibility.

REDESIGN/FRESHENING:
2015, 2021

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2021.

DRIVE WHEELS:
4WD; AWD; Rear

RELIABILITY HISTORY

	'14	**'15**	'16	'17	'18	'19	'20	**'21**	'22	'23
Overall Reliability	*	↓	↓	↓	↓	!	↑	⇊	*	⇊
Engine, Major	*	⇊	↑	⇊	↑	⇈	⇈	⇊	*	⇈
Engine Minor	*	⇈	⇈	↓	⇈	⇈	⇈	↓	*	↓
Engine Cooling	*	⇈	⇈	⇈	⇈	!	↑	⇈	*	⇈
Trans. Major	*	⇊	⇊	⇊	↓	↑	⇈	⇈	*	⇈
Trans. Minor	*	⇊	⇈	↓	↓	⇈	⇈	⇈	*	⇈
Electric Motor										
EV Battery										
EV Charging										
Drive System	*	⇈	⇊	↑	⇊	⇈	⇈	!	*	⇈
Fuel System	*	⇊	⇈	↑	⇈	⇈	⇈	⇈	*	⇈
Electrical	*	⇊	⇈	↓	↑	↑	⇈	↑	*	↓
Climate Syst.	*	⇊	⇊	⇊	↑	⇈	⇈	⇈	*	↓
Suspension	*	⇊	!	!	⇊	↓	⇈	⇊	*	⇈
Brakes	*	!	↓	!	⇈	↑	⇈	↑	*	⇈
Exhaust	*	⇈	!	⇈	⇈	↑	⇈	↓	*	⇈
Paint/Trim	*	⇊	⇊	↓	↓	!	⇊	⇈	*	⇊
Noises & Leaks	*	!	↑	⇈	⇊	↑	⇊	↑	*	⇊
Body Hardware	*	↓	⇊	!	↓	!	⇈	!	*	⇊
Power Equip.	*	⇊	↑	⇊	↑	↓	↑	⇊	*	⇈
In-Car Electr.	*	!	⇊	⇊	⇈	↑	↑	↑	*	!

PRICES

2014	$14,300 - $18,300
2015	$18,100 - $23,000
2016	$19,700 - $25,700
2017	$22,000 - $31,600
2018	$25,200 - $36,000
2019	$30,700 - $44,300
2020	$33,500 - $46,900
2021	$44,200 - $64,800
2022	$50,500 - $73,800
2023	$56,900 - $96,900

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	NT	NT	⇈/⇈
2015	NT	NT	↑/⇈
2016	NT	NT	↑/⇈
2017	NT	NT	↑/⇈
2018	NT	NT	↑/⇈
2019	NT	NT	↑/⇈
2020	NT	NT	↑/⇈
2021	NT	NT	↑/⇈
2022	NT	NT	↑/⇈
2023	NT	NT	↑/⇈

Honda Accord ✓

The Accord is an excellent used-car choice. The four-cylinder engine is smooth and frugal, the V6 engine is quick and quiet, and a hybrid model is available. Ride and handling are very good. Overall length shrunk a bit with the 2013 redesign, but the Accord remained very accommodating and family-friendly. EX models and above have a convoluted touchscreen infotainment system that is frustrating to use. The Hybrid returned for 2015 and got 40 mpg overall in our tests. The Accord was completely redesigned for 2018, delivering responsive handling, a comfortable ride, a much better infotainment system, and impressive fuel economy of 32 mpg and 47 mpg overall for its four-cylinder and hybrid, respectively. The uplevel 2.0-liter turbo is powerful and can even be had with a six-speed manual. For 2021, the Accord got refreshed exterior styling, a standard 8-inch infotainment system, and rear-seat reminder system.

REDESIGN/FRESHENING:
2013, 2018, 2023

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2018.

DRIVE WHEELS:
Front

RELIABILITY HISTORY

	'14	'15	'16	'17	**'18**	'19	'20	'21	'22	**'23**
Overall Reliability	!	↑	↑	↑	!	!	↑	!	!	!
Engine, Major	!	⇈	⇈	⇈	⇈	!	⇈	⇈	⇈	⇈
Engine Minor	↑	↑	⇈	↑	⇈	⇈	⇈	⇈	⇈	⇈
Engine Cooling	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Trans. Major	⇈	⇈	⇈	⇈	⇈	⇈	↑	⇈	⇈	⇈
Trans. Minor	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Electric Motor										
EV Battery										
EV Charging										
Drive System	↑	⇈	⇈	⇈	!	↑	⇈	⇈	⇈	⇈
Fuel System	⇈	⇈	⇈	⇈	⇈	⇈	↑	↑	⇈	⇈
Electrical	⇊	!	⇈	↑	⇈	⇈	⇈	⇈	⇈	⇊
Climate Syst.	↑	↑	↑	⇈	⇊	⇈	!	↑	↑	⇈
Suspension	↑	⇈	⇈	⇈	↑	⇈	⇈	⇈	⇈	⇈
Brakes	!	!	↓	↑	↓	↓	⇊	⇊	↑	⇈
Exhaust	⇈	↑	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Paint/Trim	!	↑	↑	!	!	↑	⇈	⇈	⇊	⇈
Noises & Leaks	↑	↑	↑	⇈	↑	!	⇈	⇊	⇊	⇈
Body Hardware	↑	↑	⇈	↑	↑	↑	⇈	⇊	⇊	⇈
Power Equip.	↑	↑	!	!	⇈	⇈	↑	⇈	⇈	⇈
In-Car Electr.	↑	!	↓	!	↑	↑	⇈	!	↓	⇈

PRICES

2014	$11,500 - $14,100
2015	$12,600 - $15,600
2016	$13,600 - $17,200
2017	$15,300 - $19,200
2018	$17,100 - $22,800
2019	$18,500 - $25,200
2020	$20,600 - $27,700
2021	$22,800 - $30,500
2022	$25,100 - $33,300
2023	$27,800 - $35,700

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	Good	↑/⇈
2015	Good	Good	↑/⇈
2016	Good	Good	↑/⇈
2017	Good	Good	↑/⇈
2018	Good	Good	⇈/⇈
2019	Good	Good	⇈/⇈
2020	Good	Good	⇈/⇈
2021	Good	Good	⇈/⇈
2022	Good	Good	⇈/⇈
2023	Good	Good	NT

⇊ ↓ ! ↑ ⇈ ✓
WORSE — BETTER GOOD BET

Honda Civic

The Civic has long been known for its lively handling, fuel economy, and reliability. The 1.8-liter four-cylinder is smooth and returned 30 mpg overall with the CVT. The Hybrid returned 40 mpg overall. The 2016 redesign brought a refined, more-substantial Civic. Both the 1.8-liter and 1.5-liter turbo engines are refined and economical, and the CVT works well. Handling is responsive, and the ride isolates against most bumps. The interior features nicer materials and a spacious rear seat. Basic versions have an easy-to-use radio, but uplevel trims get an unintuitive touchscreen system. For 2020 the Civic Sport Touring hatchback gets an upgraded infotainment system and offers a six-speed manual transmission. The 2022 redesign shines in handling, braking, and fuel economy, but it has a noisy cabin and an uncomfortable ride. Mainstream trims also lack features found in some comparably priced rivals.

REDESIGN/FRESHENING:	SAFETY EQUIPMENT:	DRIVE WHEELS:
2012, 2016, 2022	ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2020.	Front

RELIABILITY HISTORY

	'14	'15	**'16**	'17	'18	'19	'20	'21	**'22**	'23
Overall Reliability	↑	!	↓	↓	↓	↓	!	↑	!	⇈
Engine, Major	⇈	⇈	⇈	↑	⇈	⇈	⇈	⇈	⇈	⇈
Engine Minor	⇈	↑	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Engine Cooling	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Trans. Major	⇈	↑	⇈	⇈	↑	↓	⇈	⇈	⇈	⇈
Trans. Minor	↑	↑	⇈	⇈	⇈	⇈	⇈	⇈	↑	⇈
Electric Motor										
EV Battery										
EV Charging										
Drive System	↑	⇈	⇈	↑	⇈	↑	!	⇈	↑	⇈
Fuel System	⇈	⇈	⇈	↑	⇈	↑	⇈	⇈	↑	⇈
Electrical	↑	!	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Climate Syst.	↑	!	⇊	⇊	⇊	⇊	↓	⇊	↑	⇈
Suspension	⇈	⇈	↑	⇈	↑	↑	!	⇈	!	⇈
Brakes	⇈	!	!	!	!	⇈	↓	⇈	↑	⇈
Exhaust	⇈	↑	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Paint/Trim	!	!	!	⇊	⇈	⇈	↑	↑	!	⇈
Noises & Leaks	!	↑	↑	⇈	⇈	!	↑	⇈	!	!
Body Hardware	⇈	!	!	↓	⇈	↑	⇈	⇈	↑	⇈
Power Equip.	⇈	!	↓	!	↓	↑	↑	↑	!	↑
In-Car Electr.	⇈	↑	↓	↑	↑	↑	⇈	↑	↓	⇈

PRICES

2014	$9,800 - $15,300
2015	$11,100 - $16,300
2016	$12,700 - $16,000
2017	$13,500 - $30,100
2018	$14,100 - $32,000
2019	$16,200 - $33,700
2020	$17,200 - $35,800
2021	$20,800 - $46,600
2022	$22,600 - $31,300
2023	$24,300 - $47,600

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	Good	↑/⇈
2015	Good	Good	↑/⇈
2016	Good	Good	⇈/⇈
2017	Good	Good	⇈/⇈
2018	Good	Good	⇈/⇈
2019	Good	Good	⇈/⇈
2020	Good	Good	⇈/⇈
2021	Good	Good	⇈/⇈
2022	Good	Good	↑/⇈
2023	Good	Good	↑/⇈

Honda CR-V ✓

The CR-V has always been a good choice, with a spirited four-cylinder engine, good fuel economy, strong reliability, and a roomy interior. Handling is sound but not agile. Road noise has been our main gripe, especially in pre-2012 models. Handling became more agile, with a firm yet supple ride. The 2012 redesign brought a little more space, marginally better power and fuel economy, a standard backup camera, and more connectivity. It also brought a convoluted infotainment system for EX versions. Handling became more agile, with a firm yet supple ride. The 2017 update featured more rear seat room, a well-finished interior, a turbo engine in EX and above trims, better fuel economy, and up to date safety features. A hybrid version arrived for the 2020 model year, and got 35 mpg overall in our tests, which is similar to competitors. It can feel slow when accelerating from a stop and the non-hybrid version is quieter in most driving situations.

REDESIGN/FRESHENING:	SAFETY EQUIPMENT:	DRIVE WHEELS:
2012, 2015, 2017, 2023	ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2020.	AWD; Front

RELIABILITY HISTORY

	'14	**'15**	'16	**'17**	'18	'19	'20	'21	'22	**'23**
Overall Reliability	↑	↑	↑	!	!	↑	↑	↑	↑	↑
Engine, Major	!	⇈	⇈	↑	⇈	⇈	⇈	⇈	⇈	⇈
Engine Minor	↑	↑	↑	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Engine Cooling	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Trans. Major	↑	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Trans. Minor	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Electric Motor										
EV Battery										
EV Charging										
Drive System	↑	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Fuel System	⇈	⇈	⇈	↓	!	↑	⇈	⇈	⇈	⇈
Electrical	!	!	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Climate Syst.	↑	↑	↑	⇊	⇊	⇊	!	!	⇈	⇈
Suspension	⇈	⇈	↑	⇈	⇈	⇈	⇈	⇈	↑	⇈
Brakes	↑	↑	!	↑	⇈	⇈	⇈	⇈	⇈	⇈
Exhaust	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Paint/Trim	⇈	⇈	⇈	⇈	⇈	⇈	↑	⇈	⇈	⇈
Noises & Leaks	↑	↑	↑	↑	↑	↑	↑	⇈	↑	⇈
Body Hardware	⇈	⇈	⇈	↑	↑	⇈	⇈	⇈	↑	⇈
Power Equip.	⇈	↑	↑	⇊	!	↑	↑	⇈	!	⇈
In-Car Electr.	⇈	⇈	↑	⇊	↓	!	!	!	⇈	↑

PRICES

2014	$11,900 - $14,600
2015	$13,100 - $16,900
2016	$14,700 - $18,800
2017	$16,500 - $20,800
2018	$17,600 - $22,800
2019	$19,400 - $25,000
2020	$20,900 - $28,900
2021	$23,600 - $31,200
2022	$25,100 - $33,500
2023	$28,500 - $37,100

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	Marg.	⇈/⇈
2015	Good	Good	↑/⇈
2016	Good	Good	⇈/⇈
2017	Good	Good	⇈/⇈
2018	Good	Good	⇈/⇈
2019	Good	Good	⇈/⇈
2020	Good	Good	⇈/⇈
2021	Good	Good	⇈/⇈
2022	Good	Good	⇈/⇈
2023	Good	Good	NT

Honda Fit ✓

This cleverly designed and reliable little hatchback has easy cabin access and an amazing amount of interior room. The rear seats can be folded flat, or the cushion can fold up, creating a deep, flat floor that can fit bulky items or a tall plant. While not overly powerful, the Fit feels responsive, with a smooth and willing engine and agile handling. The ride is choppy, making the Fit an unpleasant choice for a long commute. The Fit came well equipped with standard power accessories. 2009 brought a redesign, but only versions with the navigation system had stability control. We recommend buying a 2011 or later model, which have standard ESC. A 2015 redesign made the Fit quicker and even more fuel-efficient. 2020 was the final model year.

REDESIGN/FRESHENING:
2009, 2015

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard.

DRIVE WHEELS:
Front

RELIABILITY HISTORY

	'14	**'15**	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability		⦶	↑	↑	↑	⦶	↑			
Engine, Major		⇈	↑	⇈	⇈	⇈	⇈			
Engine Minor		⦶	⇈	⇈	⇈	⇈	⇈			
Engine Cooling		⇈	⇈	⇈	⇈	⇈	⇈			
Trans. Major		↑	⇈	↑	⇈	⦶	⇈			
Trans. Minor		⇈	⇈	⇈	⇈	⇈	⇈			
Electric Motor										
EV Battery										
EV Charging										
Drive System		⇈	⇈	⇈	⇈	⇈	⇈			
Fuel System		⇊	⇈	⦶	⇈	⇊	↓			
Electrical		⇈	⇈	⇈	⇈	⇈	⇈			
Climate Syst.		⦶	↓	⦶	⦶	⇊	⇊			
Suspension		↑	⇈	⇈	⇈	⇈	⇈			
Brakes		⇈	⦶	↑	⦶	⇈	⇈			
Exhaust		⦶	⇈	⦶	⇈	⇈	⇈			
Paint/Trim		⇊	↓	⇈	⇊	⦶	⇈			
Noises & Leaks		⇊	⇈	⇈	↑	⦶	⇈			
Body Hardware		⇊	⦶	⦶	↓	⇈	⇈			
Power Equip.		⦶	↑	↑	↑	⦶	⇈			
In-Car Electr.		⦶	↑	↑	↑	⦶	⇈			

PRICES

2014	-
2015	$10,100 - $12,300
2016	$11,400 - $13,700
2017	$12,800 - $16,300
2018	$13,800 - $17,700
2019	$15,500 - $18,700
2020	$17,000 - $20,000
2021	-
2022	-
2023	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	-	-	-
2015	Good	Accept.	⇈/⇈
2016	Good	Accept.	⇈/⇈
2017	Good	NT	⇈/⇈
2018	Good	NT	⇈/⇈
2019	Good	NT	⇈/⇈
2020	Good	NT	⇈/⇈
2021	-	-	-
2022	-	-	-
2023	-	-	-

Honda HR-V ✓

Based on the Fit subcompact, the HR-V SUV gets a versatile, cargo-friendly rear seat that flips up or folds down flat and low. Considerably smaller and less expensive than the CR-V, the HR-V is also louder and the ride is stiffer. Handling is responsive and secure. Power comes from a 141-hp four-cylinder driving either the front or all four wheels. But the HR-V feels underpowered, an impression created by the CVT transmission amplifying engine noise during acceleration. The Honda's trump card is its excellent 29 mpg overall, very flexible interior, and generous rear seat and cargo room. Available premium features include heated leather seats, a sunroof, and keyless entry, and a rear-view camera is standard. We prefer the LX trim over the EX for its simpler audio controls. The manual transmission was dropped for 2020. If you can stretch your budget, try to get a CR-V instead. The HR-V was redesigned for 2023.

REDESIGN/FRESHENING:
2016, 2023

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'14	'15	**'16**	'17	'18	'19	'20	'21	'22	**'23**
Overall Reliability			↓	↑	⇈	↑	⦶	↑	↑	⇈
Engine, Major			⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Engine Minor			⇈	⇈	⇈	⇈	↑	⦶	⇈	⇈
Engine Cooling			⇈	⇈	⇈	⇈	↑	⇈	⇈	⇈
Trans. Major			⇊	↑	⇈	⇈	⇈	⇈	⇈	⇈
Trans. Minor			↑	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Electric Motor										
EV Battery										
EV Charging										
Drive System			↑	⇈	⇈	⇈	⇈	⇈	↑	⇈
Fuel System			⇈	⇈	↑	⇊	⇈	⇈	⇈	⇈
Electrical			⇈	⇈	⇈	⇈	↓	⇈	⇈	⇈
Climate Syst.			⦶	↓	⇈	↓	↓	⇊	⇈	⇈
Suspension			↑	⇈	⇈	⇈	⇈	⇈	⇈	↑
Brakes			⦶	↑	⇈	↑	⇈	⇈	⇈	⇈
Exhaust			⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Paint/Trim			⇊	⇊	↑	⦶	⇈	⇈	↑	⇈
Noises & Leaks			↓	⦶	⇈	⇈	↓	⇈	↓	↑
Body Hardware			⇊	↑	⇈	↑	⇈	⇈	⇈	⇈
Power Equip.			⇊	↓	⇈	↑	↑	↑	↓	⇈
In-Car Electr.			⦶	⇈	⦶	⦶	⦶	⦶	⇈	⇈

PRICES

2014	-
2015	-
2016	$12,900 - $16,100
2017	$14,300 - $17,200
2018	$14,800 - $19,500
2019	$16,900 - $22,700
2020	$18,000 - $23,800
2021	$19,300 - $25,400
2022	$21,500 - $25,800
2023	$24,800 - $29,100

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	-	-	-
2015	-	-	-
2016	Good	Accept.	↑/⇈
2017	Good	Accept.	↑/⇈
2018	Good	Accept.	↑/⇈
2019	Good	Good	↑/⇈
2020	Good	Good	↑/⇈
2021	Good	Good	↑/⇈
2022	Good	Good	↑/⇈
2023	Good	Good	⇈/⇈

⇊ ↓ ! ↑ ⇈ WORSE ⟝⟞ BETTER ✓ GOOD BET

Honda Insight

The original Insight was positioned as an alternative to the Toyota Prius, but its gas mileage of 39 overall fell short of the segment leader. An all-new, far better Insight based on the Civic arrived for 2019. Its 54 mpg overall in our tests is 2 mpg better than the Prius. But it has the same strengths and weaknesses as the Civic. The ride is comfortable, its handling is secure but mundane, and the rear seat is relatively roomy. But it suffers from a very low stance, which hurts getting in and out. The driver's seat is short on lower back support, and the controls are somewhat tricky, including the fussy, push-button gear selector. The car can loaf around on electric power alone at very low speeds but when the gas engine awakes when more power is needed, it's loud. 2022 was the final model year for the Insight.

REDESIGN/FRESHENING:
2010, 2019

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2019.

DRIVE WHEELS:
Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	**'19**	'20	'21	'22	'23
Overall Reliability	*					!	!	*	*	
Engine, Major	*					⇈	⇈	*	*	
Engine Minor	*					⇈	⇈	*	*	
Engine Cooling	*					⇈	⇈	*	*	
Trans. Major	*					⇈	⇈	*	*	
Trans. Minor	*					⇈	⇈	*	*	
Electric Motor	*					⇈	⇈	*	*	
EV Battery	*					⇈	⇈	*	*	
EV Charging										
Drive System	*					⇈	⇊	*	*	
Fuel System	*					⇈	⇈	*	*	
Electrical	*					⇈	⇈	*	*	
Climate Syst.	*					⇊	⇊	*	*	
Suspension	*					⇈	⇈	*	*	
Brakes	*					⇈	⇈	*	*	
Exhaust	*					⇈	⇈	*	*	
Paint/Trim	*					⇈	⇈	*	*	
Noises & Leaks	*					⇈	⇈	*	*	
Body Hardware	*					⇊	⇈	*	*	
Power Equip.	*					↑	⇈	*	*	
In-Car Electr.	*					!	↑	*	*	

PRICES

2014	$9,400 - $11,500
2015	-
2016	-
2017	-
2018	-
2019	$16,700 - $19,400
2020	$17,600 - $20,900
2021	$19,800 - $23,600
2022	$24,700 - $27,700
2023	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	NT	NT
2015	-	-	-
2016	-	-	-
2017	-	-	-
2018	-	-	-
2019	Good	Good	⇈/⇈
2020	Good	Good	⇈/⇈
2021	Good	Good	⇈/⇈
2022	Good	Good	⇈/⇈
2023	-	-	-

Honda Odyssey

The Odyssey did very well in our road tests, with supportive seating, a comfortable ride, and a refined 249-hp V6 and five-speed automatic powertrain that returned 19 mpg overall. Top trim versions got a six-speed automatic. This version had responsive handling, and a steady, supple ride. The cabin was relatively quiet, but some road noise persisted. There was room for eight occupants in the roomy, versatile interior. The third-row seat was easy to fold down into its own well, for a flat load floor. The 2018 redesign brought an updated V6, new nine and ten-speed transmissions, and more up to date safety features. It's a refined, quiet, fuel-efficient van, with a comfortable ride and sound handling. The infotainment system is easier to use than in the previous generation, but the interface can be distracting. For the 2020 model year, the 10-speed automatic became standard.

REDESIGN/FRESHENING:
2011, 2018

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2021.

DRIVE WHEELS:
Front

RELIABILITY HISTORY

	'14	'15	'16	'17	**'18**	'19	'20	'21	'22	'23
Overall Reliability	↓	!	↓	↑	↓	↓	↓	!	↑	↓
Engine, Major	⇊	↓	⇊	↑	↑	⇈	⇈	⇈	⇈	⇈
Engine Minor	!	↑	↓	⇈	⇈	⇈	↑	↑	⇈	⇈
Engine Cooling	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Trans. Major	⇊	↑	!	↑	↑	⇈	↓	⇈	⇈	↑
Trans. Minor	↓	⇊	!	↑	!	!	⇈	⇈	⇈	⇈
Electric Motor										
EV Battery										
EV Charging										
Drive System	!	⇈	!	⇈	!	↑	⇈	⇈	⇈	⇈
Fuel System	⇈	⇈	⇈	↑	⇊	↑	⇈	⇈	⇈	⇈
Electrical	⇊	↓	⇊	↑	⇈	⇈	⇈	↑	⇈	⇈
Climate Syst.	⇈	⇈	↑	⇈	↑	⇈	⇊	!	⇈	↑
Suspension	↑	!	↑	!	⇊	↓	!	⇈	⇈	⇈
Brakes	↓	⇊	!	!	!	↓	↑	!	⇈	⇈
Exhaust	⇈	⇈	⇈	⇈	↑	⇈	!	⇈	⇈	⇈
Paint/Trim	⇊	↑	!	↓	↑	↑	!	!	⇈	⇈
Noises & Leaks	↑	!	!	⇊	↑	!	↓	↑	⇈	↑
Body Hardware	!	↓	↓	↑	⇊	↓	↑	↑	⇊	⇊
Power Equip.	↑	↑	↓	⇈	⇊	⇊	⇊	⇊	!	⇈
In-Car Electr.	↑	↑	⇈	⇈	⇊	⇊	⇊	⇊	⇊	!

PRICES

2014	$11,300 - $14,900
2015	$12,500 - $16,600
2016	$13,500 - $18,500
2017	$15,300 - $22,100
2018	$18,600 - $26,100
2019	$21,700 - $30,700
2020	$22,900 - $34,500
2021	$28,500 - $37,900
2022	$31,200 - $41,900
2023	$37,000 - $44,700

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	Good	⇈/⇈
2015	Good	Good	⇈/⇈
2016	Good	Good	⇈/⇈
2017	Good	Good	⇈/⇈
2018	Good	Good	⇈/⇈
2019	Good	Good	⇈/⇈
2020	Good	Good	⇈/⇈
2021	Good	Good	⇈/⇈
2022	Good	Good	⇈/⇈
2023	Good	Good	⇈/⇈

Honda Passport

The Passport name returned in 2019, this time as a stubbier version of the Pilot SUV. They share a platform, including the same smooth, refined 3.5-liter V6 engine and nine-speed automatic transmission. In our tests the Passport achieved 21 mpg overall. Unlike the Pilot, we found the Passport's ride to be rather stiff, but without a marked improvement in handling agility. The Passport's interior stays quiet, with wind and road noise being nicely squelched. Entering the Passport requires a hearty step up since it sits slightly taller than the Pilot. The cabin is wide and roomy, and thin windshield pillars and tall side glass make for mostly unobstructed views out. We like the generously padded door armrests and height-adjustable front-seat inner armrests. Handy storage nooks abound. The infotainment system is rather slow to respond and the push-button gear selector is tricky to use without looking down.

REDESIGN/FRESHENING:
2019

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability						○	○	↑	↓	↓
Engine, Major						⇈	⇈	⇈	⇈	⇈
Engine Minor						⇈	⇈	⇈	⇈	⇈
Engine Cooling						⇈	⇈	⇈	⇈	⇈
Trans. Major						⇈	⇈	⇈	○	⇈
Trans. Minor						⇈	⇈	⇈	⇈	⇈
Electric Motor										
EV Battery										
EV Charging										
Drive System						⇈	○	⇈	○	⇈
Fuel System						↓	↓	⇈	⇊	⇈
Electrical						⇈	⇈	↑	○	⇈
Climate Syst.						⇊	⇈	↓	○	⇈
Suspension						⇈	⇈	↑	○	⇈
Brakes						○	⇊	↑	↓	⇈
Exhaust						⇈	⇈	⇈	⇈	⇈
Paint/Trim						↓	⇈	⇈	⇈	⇈
Noises & Leaks						⇊	↑	↑	○	○
Body Hardware						↑	⇈	↑	○	⇈
Power Equip.						⇊	⇊	⇈	⇈	⇊
In-Car Electr.						⇊	⇊	↑	⇊	⇈

PRICES

2014	-
2015	-
2016	-
2017	-
2018	-
2019	$22,000 - $27,900
2020	$23,800 - $30,800
2021	$26,000 - $33,600
2022	$31,800 - $37,400
2023	$38,000 - $42,900

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	-	-	-
2018	-	-	-
2019	Good	Good	↑/⇈
2020	Good	Good	↑/⇈
2021	Good	Good	↑/⇈
2022	Good	Good	↑/⇈
2023	Good	Good	↑/⇈

Honda Pilot

The Pilot manages to combine the best virtues of a wagon, SUV, and minivan, which make it among the better three-row midsized SUVs. It delivers adequate performance and respectable fuel economy, a comfortable ride, secure handling, and seating for eight. Access is easy and the standard split third-row seat folds neatly into the floor. We got 18 mpg overall in the 2012 model we tested. However, the interior isn't as well finished as those in some competitors. Look for a model with the available rear-view camera. Pronounced road noise was our only qualm. The 2016 redesign brought six- and nine-speed automatic transmissions, a roomier interior, and more up to date safety equipment. For 2021, all Pilots received the nine-speed automatic transmission. A new, roomier Pilot arrived for the 2023 model year.

REDESIGN/FRESHENING:
2009, 2016, 2023

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2019.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	↑	↓	↓	↓	○	↓	↓	↑	○	○
Engine, Major	↑	○	↑	↑	⇈	⇈	⇈	⇈	⇈	⇈
Engine Minor	○	⇈	⇈	↑	⇈	⇈	⇈	⇈	⇈	⇈
Engine Cooling	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Trans. Major	⇈	⇈	○	⇊	↑	↓	○	⇈	⇈	⇈
Trans. Minor	⇈	↑	⇊	○	○	○	⇈	⇈	○	⇈
Electric Motor										
EV Battery										
EV Charging										
Drive System	○	⇊	↑	↑	↑	⇈	↑	⇈	⇈	⇈
Fuel System	⇈	↓	⇊	⇊	↑	↓	⇈	⇈	⇈	⇈
Electrical	↓	○	↓	○	⇈	⇈	↑	○	⇈	⇈
Climate Syst.	⇈	⇈	○	⇈	↓	○	⇈	○	⇈	⇈
Suspension	↑	⇊	⇈	↑	⇈	⇈	⇈	⇈	⇈	⇈
Brakes	○	↓	↓	○	↑	↑	↓	⇈	⇈	⇈
Exhaust	↑	⇈	↑	○	⇈	⇈	⇈	⇈	⇈	⇈
Paint/Trim	↓	⇊	○	↑	⇈	↑	⇈	↑	↑	↓
Noises & Leaks	○	○	⇈	○	↑	↑	⇈	⇊	⇈	↓
Body Hardware	⇈	○	↓	○	⇈	↑	⇊	↑	⇈	↓
Power Equip.	⇈	○	⇊	↓	↑	○	↓	↑	↓	⇈
In-Car Electr.	↑	↑	○	↓	↑	⇊	⇊	↓	↑	↑

PRICES

2014	$11,300 - $15,200
2015	$12,800 - $17,200
2016	$14,800 - $20,400
2017	$16,700 - $23,200
2018	$18,300 - $26,100
2019	$20,800 - $29,400
2020	$23,200 - $33,100
2021	$24,900 - $36,600
2022	$31,000 - $42,500
2023	$33,500 - $49,800

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	Poor	↑/⇈
2015	Good	Poor	↑/⇈
2016	Good	Good	↑/⇈
2017	Good	Good	↑/⇈
2018	Good	Good	↑/⇈
2019	Good	Good	↑/⇈
2020	Good	Good	↑/⇈
2021	Good	Good	↑/⇈
2022	Good	Good	↑/⇈
2023	Good	Good	NT

⇊ ↓ ! ↑ ⇈ WORSE ⟼ BETTER ✓ GOOD BET

Honda Ridgeline

The first-generation Ridgeline has a supple and steady ride, and its handling is quite agile. The tailgate can open either vertically or horizontally, and beneath the bed is a clever, weatherproof, lockable trunk. The standard 3.5-liter V6 engine is quiet, smooth, and responsive but road noise is pronounced. The roomy crew cab is nicely detailed and easy to access. The five-foot-long cargo bed is made from a composite plastic material and has no wheel arch intrusion. While not designed for serious off-roading, it proved capable in mild off-road conditions. Towing capacity is 5,000 pounds. A 2017 redesign made the Ridgeline more conventional, and improved handling to car-like levels. But it kept the slick tailgate and in-bed trunk. For 2020 the Ridgeline received a nine-speed automatic and standard active safety systems. 2021 models got standard AWD, along with a touchscreen infotainment system with a rotary volume knob.

REDESIGN/FRESHENING:
2006, 2017

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2020.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	↑			↓	!	!	!	↑	↑	↓
Engine, Major	↑			↑	⇈	⇈	⇈	⇈	⇈	⇈
Engine Minor	⇈			↑	⇈	↑	⇈	⇈	⇈	⇈
Engine Cooling	⇈			⇈	⇈	⇈	⇈	⇈	⇈	⇈
Trans. Major	⇈			⇊	⇊	↑	↑	⇈	⇈	⇈
Trans. Minor	↓			⇊	↓	↑	⇈	⇈	⇈	⇈
Electric Motor										
EV Battery										
EV Charging										
Drive System	⇈			⇈	⇈	↑	⇈	⇈	⇈	⇈
Fuel System	↓			↓	⇊	↓	↑	⇈	!	⇈
Electrical	⇈			⇈	⇈	⇈	⇈	!	⇈	⇈
Climate Syst.	!			↑	↑	↑	!	⇈	⇈	⇈
Suspension	↑			⇈	⇈	↑	!	⇈	⇈	⇈
Brakes	!			↑	⇈	⇈	↑	⇈	⇈	⇈
Exhaust	↑			⇈	⇈	⇈	⇈	⇈	⇈	⇈
Paint/Trim	⇈			↑	⇈	⇈	⇈	⇈	↑	↑
Noises & Leaks	⇈			⇈	↑	↑	↑	⇈	↑	⇈
Body Hardware	↑			↑	!	↑	↑	↑	↑	↑
Power Equip.	⇈			⇊	↓	⇈	!	↓	⇈	↓
In-Car Electr.	↓			↑	↑	↑	↑	↑	↓	!

PRICES

2014	$15,500 - $18,100
2015	-
2016	-
2017	$18,000 - $24,200
2018	$20,400 - $28,000
2019	$23,200 - $30,400
2020	$25,400 - $32,400
2021	$31,100 - $36,200
2022	$32,800 - $39,200
2023	$35,500 - $43,200

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	NT	NT
2015	-	-	-
2016	-	-	-
2017	Good	Good	⇈/⇈
2018	Good	Good	⇈/⇈
2019	Good	Good	⇈/⇈
2020	Good	Good	⇈/⇈
2021	Good	Good	⇈/⇈
2022	Good	Good	⇈/⇈
2023	Good	Good	⇈/⇈

Hyundai Accent

For most of its life the Accent has been a decent but uninspired small car with secure, but not agile, handling. The 2012 redesign was a big improvement, bringing responsive handling, more comfortable front seats, and fuel economy of 31 mpg overall with the automatic and 32 mpg overall with the manual. The front cabin is roomy, but rear remains cramped. Noise levels are elevated, but not offensive. All of the controls are straightforward. Handling is fairly responsive, but the ride is jittery. The redesigned 2019 version returned 33 mpg overall in our tests, but the engine produced sluggish acceleration. The interior features easy-to-use controls, but the seats are short on support. Active safety features come only on the top Limited trim. All 2020 models got a new 120-hp, 1.6-liter four-cylinder mated to either a six-speed manual or CVT. 2022 was the final year for the Accent.

REDESIGN/FRESHENING:
2012, 2018

SAFETY EQUIPMENT:
ABS, ESC, side air bags and head protection air bags standard.

DRIVE WHEELS:
Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	*	*	*	*	*	*	*	*	*	
Engine, Major	*	*	*	*	*	*	*	*	*	
Engine Minor	*	*	*	*	*	*	*	*	*	
Engine Cooling	*	*	*	*	*	*	*	*	*	
Trans. Major	*	*	*	*	*	*	*	*	*	
Trans. Minor	*	*	*	*	*	*	*	*	*	
Electric Motor										
EV Battery										
EV Charging										
Drive System	*	*	*	*	*	*	*	*	*	
Fuel System	*	*	*	*	*	*	*	*	*	
Electrical	*	*	*	*	*	*	*	*	*	
Climate Syst.	*	*	*	*	*	*	*	*	*	
Suspension	*	*	*	*	*	*	*	*	*	
Brakes	*	*	*	*	*	*	*	*	*	
Exhaust	*	*	*	*	*	*	*	*	*	
Paint/Trim	*	*	*	*	*	*	*	*	*	
Noises & Leaks	*	*	*	*	*	*	*	*	*	
Body Hardware	*	*	*	*	*	*	*	*	*	
Power Equip.	*	*	*	*	*	*	*	*	*	
In-Car Electr.	*	*	*	*	*	*	*	*	*	

PRICES

2014	$6,800 - $7,000
2015	$7,300 - $7,500
2016	$8,400 - $8,600
2017	$8,100 - $10,000
2018	$10,600 - $12,400
2019	$12,300 - $14,000
2020	$15,100 - $17,200
2021	$16,800 - $18,200
2022	$18,300 - $20,300
2023	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	NT	NT	NT
2015	NT	NT	NT
2016	Good	Poor	↑/↑
2017	Good	Poor	↑/↑
2018	Good	Good	NT
2019	Good	Good	NT
2020	Good	Good	↑/⇈
2021	Good	Good	↑/⇈
2022	Good	Good	↑/⇈
2023	-	-	-

Hyundai Azera

The Azera large sedan has a smooth V6 with quick acceleration but only fair fuel economy at 19 mpg overall. The roomy interior is well finished and quiet. Controls are straightforward. Pre-2012 versions suffered from a bouncy ride and reluctant handling. But as a used car the quiet, well-equipped Azera is a bargain. IIHS side-crash results improved to good starting with the 2012 redesign. This version of the Azera is even more appealingly finished. Its spacious and quiet cabin has comfortable seats and generous room for five. The powertrain is smooth, powerful and fuel-efficient. While handling is improved, it still lacks agility and ride quality falls short of the expectations created by its looks and the class in which it is trying to play. Hyundai dropped the Azera after the 2017 model year.

REDESIGN/FRESHENING:
2012

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard.

DRIVE WHEELS:
Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	*	*	*	*						
Engine, Major	*	*	*	*						
Engine Minor	*	*	*	*						
Engine Cooling	*	*	*	*						
Trans. Major	*	*	*	*						
Trans. Minor	*	*	*	*						
Electric Motor										
EV Battery										
EV Charging										
Drive System	*	*	*	*						
Fuel System	*	*	*	*						
Electrical	*	*	*	*						
Climate Syst.	*	*	*	*						
Suspension	*	*	*	*						
Brakes	*	*	*	*						
Exhaust	*	*	*	*						
Paint/Trim	*	*	*	*						
Noises & Leaks	*	*	*	*						
Body Hardware	*	*	*	*						
Power Equip.	*	*	*	*						
In-Car Electr.	*	*	*	*						

PRICES

2014	$8,600 - $9,600
2015	$9,700 - $10,900
2016	$11,000 - $12,600
2017	$13,200 - $14,900
2018	-
2019	-
2020	-
2021	-
2022	-
2023	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	NT	NT
2015	Good	NT	NT
2016	Good	NT	NT
2017	Good	NT	NT
2018	-	-	-
2019	-	-	-
2020	-	-	-
2021	-	-	-
2022	-	-	-
2023	-	-	-

Hyundai Elantra

The Elantra is relatively roomy and fuel efficient. In our tests the 2011 car got a very good 29 mpg overall, and had nimble handling and a comfortable, well-controlled ride. The interior was roomy, and the controls were well laid out. Hatchback models with different designations are available for some model years, but were noisier, had a tighter back seat, and a stiffer ride. The 2017 redesign delivered intuitive controls and an excellent 33 mpg overall from the 2.0-liter four-cylinder engine. Handling is secure, and the ride is mostly unobjectionable. A GT hatchback version with a taut ride and nimble handling arrived for 2018. The Elantra's 2020 freshening included suspension tweaks that improved ride comfort, and more sound insulation to reduced engine noise. The six-speed automatic was replaced by a CVT. A 2021 redesign brought a slightly roomier interior, a more sophisticated infotainment system, and a new hybrid version.

REDESIGN/FRESHENING:
2011, 2017, 2021

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags std. FCW and AEB std. from 2020. BSW and RCTW std. from 2021.

DRIVE WHEELS:
Front

RELIABILITY HISTORY

	'14	'15	'16	**'17**	'18	'19	'20	**'21**	'22	'23
Overall Reliability	❙	❙	❙	↓	❙	↑	❙	❙	❙	⇈
Engine, Major	↓	↑	⇈	⇊	⇊	⇈	↑	⇈	↑	⇈
Engine Minor	❙	⇊	↑	⇊	⇈	⇈	⇈	⇈	⇈	⇈
Engine Cooling	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Trans. Major	⇈	↑	↓	↑	↑	⇈	↓	⇈	⇈	⇈
Trans. Minor	⇈	⇈	⇈	⇈	↑	⇈	⇈	↓	⇈	⇈
Electric Motor										
EV Battery										
EV Charging										
Drive System	↑	↑	⇈	↑	⇈	⇈	⇈	⇈	⇈	⇈
Fuel System	⇈	↑	⇈	❙	↑	⇈	⇈	⇈	⇈	⇈
Electrical	↑	↑	↓	⇊	↑	⇈	↑	⇈	↑	⇈
Climate Syst.	↑	❙	⇈	⇈	⇈	❙	⇈	↓	⇈	⇈
Suspension	↑	↑	↑	↑	⇈	❙	↑	⇈	⇈	⇈
Brakes	⇊	↓	↓	↓	❙	⇈	⇈	⇈	⇈	⇈
Exhaust	❙	⇈	↓	❙	⇈	⇈	⇈	⇈	↓	⇈
Paint/Trim	⇊	⇊	⇊	⇊	⇊	⇊	⇈	↓	⇈	⇈
Noises & Leaks	↓	❙	↑	⇈	⇈	❙	❙	↓	⇈	↑
Body Hardware	❙	⇈	⇊	↑	↑	⇈	⇈	↓	⇈	⇈
Power Equip.	❙	↑	↑	⇊	⇈	↑	↓	↓	⇊	↑
In-Car Electr.	↑	⇈	⇈	⇈	⇈	⇈	⇈	⇈	↑	⇈

PRICES

2014	$7,200 - $8,600
2015	$7,800 - $9,400
2016	$9,100 - $10,600
2017	$10,300 - $13,200
2018	$11,400 - $15,500
2019	$13,400 - $17,200
2020	$16,500 - $19,200
2021	$17,200 - $22,000
2022	$18,900 - $29,100
2023	$20,700 - $30,800

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	Accept.	↑/⇈
2015	Good	Accept.	↑/⇈
2016	Good	Accept.	↑/⇈
2017	Good	Good	↑/⇈
2018	Good	Good	↑/↑
2019	Good	Good	↑/↑
2020	Good	Good	↑/↑
2021	Good	Good	↑/⇈
2022	Good	Good	↑/⇈
2023	Good	Good	↑/⇈

⇊ ↓ I ↑ ⇈ ✓
WORSE —— BETTER GOOD BET

Hyundai Ioniq

The Ioniq hybrid is a fuel sipper, getting 52 mpg overall in our tests. Power comes from a 1.6-liter four-cylinder which, combined with the electric drive, puts out 139 hp. The six-speed dual-clutch transmission isn't the smoothest and there's some delay off the line. Like other hybrids the Ioniq can drive on electric power at low speeds. Handling lacks agility and the ride is a bit unsettled but unobjectionable. The SEL comes with a power seat for an affordable price. There are also plug-in and fully electric versions. The 2020 model got styling and interior upgrades. The Electric version's driving range increases from 124 miles to 170 miles and gets a horsepower boost from 118 to 134 hp. The Ioniq got a freshening for 2021 which saw markedly improved braking performance. 2022 was the final year for the Ioniq.

REDESIGN/FRESHENING:	SAFETY EQUIPMENT:	DRIVE WHEELS:
2017	ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2020.	Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability				*	*	I	⇊	*	*	
Engine, Major				*	*	I	⇈	*	*	
Engine Minor				*	*	⇈	⇈	*	*	
Engine Cooling				*	*	⇈	⇈	*	*	
Trans. Major				*	*	⇈	⇊	*	*	
Trans. Minor				*	*	⇈	⇈	*	*	
Electric Motor				*	*	⇈	⇈	*	*	
EV Battery				*	*	↑	⇊	*	*	
EV Charging										
Drive System				*	*	⇈	⇊	*	*	
Fuel System				*	*	⇈	⇈	*	*	
Electrical				*	*	I	⇈	*	*	
Climate Syst.				*	*	⇈	⇈	*	*	
Suspension				*	*	⇈	⇊	*	*	
Brakes				*	*	⇈	⇈	*	*	
Exhaust				*	*	I	⇈	*	*	
Paint/Trim				*	*	⇈	⇊	*	*	
Noises & Leaks				*	*	I	⇊	*	*	
Body Hardware				*	*	⇈	⇊	*	*	
Power Equip.				*	*	⇊	⇈	*	*	
In-Car Electr.				*	*	⇈	⇈	*	*	

PRICES

2014	-
2015	-
2016	-
2017	$11,300 - $14,700
2018	$12,900 - $17,700
2019	$14,400 - $20,300
2020	$16,700 - $22,100
2021	$17,800 - $23,000
2022	$21,100 - $26,200
2023	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	Good	Good	NT
2018	Good	Good	NT
2019	Good	Good	NT
2020	Good	Good	NT
2021	Good	Good	NT
2022	Good	Good	NT
2023	-	-	-

Hyundai Kona

The Kona is inexpensive and one of the more-appealing subcompact SUVs. The base 2.0-liter engine is adequate, but it can feel sluggish under hard acceleration. We recorded 26 mpg overall with this engine in our AWD model, typical for the class. The uplevel 1.6-liter turbo is stronger, but its power delivery is not as smooth or predictable. Nimble handling makes the Kona feel very responsive in corners. The ride, however, is stiff and the cabin gets loud because of road and engine noise. A power driver seat with lumbar support adjustment comes in an option package, rare in the segment. The controls are very easy to use. Android Auto and Apple CarPlay compatibility is standard. The front-wheel drive EV's 201-hp electric motor makes the Kona Electric quick, with smooth and quiet acceleration, and it has a robust 258-mile range. Level 3 public charging performance is slow by current standards, but home charging is relatively quick.

REDESIGN/FRESHENING:	SAFETY EQUIPMENT:	DRIVE WHEELS:
2018, 2024	ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2019.	AWD; Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability					↑	↑	↓	I	↓	↓
Engine, Major					⇈	↑	↓	⇈	⇈	⇈
Engine Minor					⇈	↑	⇈	↑	↑	I
Engine Cooling					⇈	⇈	⇈	⇈	↑	⇈
Trans. Major					I	⇈	⇊	↓	↑	⇈
Trans. Minor					⇈	⇈	I	↑	⇈	⇈
Electric Motor										
EV Battery										
EV Charging										
Drive System					⇈	↑	I	⇈	⇈	↑
Fuel System					⇈	⇈	⇈	⇈	⇈	⇈
Electrical					⇈	⇈	I	⇈	↑	⇈
Climate Syst.					↑	↓	⇈	⇈	⇈	⇈
Suspension					⇈	↑	⇈	⇈	↑	↑
Brakes					↑	⇈	⇈	↑	⇈	⇈
Exhaust					⇈	⇈	I	↓	⇈	⇈
Paint/Trim					⇈	⇈	↑	⇈	⇈	⇈
Noises & Leaks					I	↓	I	⇈	⇈	⇈
Body Hardware					I	⇈	⇈	⇈	⇈	I
Power Equip.					↑	⇈	⇈	↑	⇊	⇈
In-Car Electr.					↑	⇈	⇈	⇈	I	⇈

PRICES

2014	-
2015	-
2016	-
2017	-
2018	$13,300 - $17,100
2019	$15,700 - $20,400
2020	$17,000 - $21,200
2021	$17,800 - $23,100
2022	$19,100 - $26,800
2023	$20,300 - $29,100

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	-	-	-
2018	Good	Good	NT
2019	Good	Good	⇈/⇈
2020	Good	Good	⇈/⇈
2021	Good	Good	⇈/⇈
2022	Good	Good	⇈/⇈
2023	Good	Good	⇈/⇈

Hyundai Palisade ✓

Hyundai's three-row midsized SUV, the Palisade, can seat seven or eight people, depending on whether the second row is a bench or two separate seats. It shares many components with the Kia Telluride, including its smooth 291-hp, 3.8-liter V6 that's paired with an eight-speed automatic transmission. The roomy cabin is very quiet. The Palisade rides comfortably, but handling is not particularly nimble. The interior is filled with thoughtful details. It benefits from simple controls, except for the unintuitive push-button gear selector and the faraway touch screen for the infotainment system. Updates for 2021 include the new top-shelf Calligraphy trim, which includes various interior and exterior styling cues, and special 20-inch wheels. Keep in mind that BSW was optional prior to the 2022 model year, so make sure that the Palisade you are looking to buy was built with this key safety feature.

REDESIGN/FRESHENING:	SAFETY EQUIPMENT:	DRIVE WHEELS:
2020	ABS, ESC, side and head protection air bags std. FCW and AEB standard. BSW and RCTW std. from 2022.	AWD; Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability							!	!	↑	⇈
Engine, Major							⇈	⇈	⇈	⇈
Engine Minor							⇈	⇈	⇈	⇈
Engine Cooling							⇈	⇈	⇈	⇈
Trans. Major							⇈	⇈	⇈	⇈
Trans. Minor							↑	⇈	⇈	⇈
Electric Motor										
EV Battery										
EV Charging										
Drive System							⇈	⇈	⇈	⇈
Fuel System							⇈	⇈	⇈	⇈
Electrical							⇈	⇈	⇈	⇈
Climate Syst.							⇈	↑	⇈	⇈
Suspension							↓	↓	⇈	↑
Brakes							⇈	!	⇈	⇈
Exhaust							⇈	⇈	⇈	⇈
Paint/Trim							⇈	⇈	⇈	⇈
Noises & Leaks							↓	⇈	⇈	⇈
Body Hardware							↓	!	↑	⇈
Power Equip.							↑	↑	↑	⇈
In-Car Electr.							↑	⇊	⇈	↑

PRICES

2014	-
2015	-
2016	-
2017	-
2018	-
2019	-
2020	$25,100 - $34,100
2021	$28,300 - $39,000
2022	$31,100 - $43,800
2023	$35,600 - $49,200

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	-	-	-
2018	-	-	-
2019	-	-	-
2020	Good	Good	⇈/⇈
2021	Good	Good	⇈/⇈
2022	Good	Good	⇈/⇈
2023	Good	Good	⇈/⇈

Hyundai Santa Fe

With its 2013 redesign the three-row Santa Fe was equipped with a 3.3-liter V6 that got 20 mpg overall in our tests. Handling is sound and the ride is comfortable and settled. The cabin is well-finished, but the third-row seat is tiny. The 2019 redesign reverted to two rows and offered a 2.4-liter four-cylinder or a 2.0-liter turbo four-cylinder. The turbo returned just 21 mpg overall in our tests, but suffers from an uneven power delivery. We think the 2.4-liter is the better engine. Handling is composed but the ride is firm. The controls are clear and easy to master. There is plenty of room, and the seats are comfortable and supportive. 2021 brought new engines, interior changes, and a hybrid version that not only got 30 mpg overall, but rides more comfortably than the regular Santa Fe. The cabin is roomy with a generous rear seat and cargo space. The infotainment system works well, but the pushbutton gear selector is tricky to use without looking.

REDESIGN/FRESHENING:	SAFETY EQUIPMENT:	DRIVE WHEELS:
2019, 2021, 2024	ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2021.	AWD; Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	↓	↓	↓	!	↓	↑	↑	↓	↓	↑
Engine, Major	⇊	⇊	⇊	⇊	⇊	⇈	⇈	↑	⇈	⇈
Engine Minor	⇈	⇊	↑	↑	↑	⇈	⇈	⇈	⇈	⇈
Engine Cooling	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Trans. Major	↑	!	⇈	!	↑	↑	⇈	⇊	⇊	⇈
Trans. Minor	⇈	⇊	⇊	⇈	⇈	⇈	⇈	↑	⇈	⇈
Electric Motor										
EV Battery										
EV Charging										
Drive System	↓	⇊	↑	⇈	↑	⇈	⇈	⇈	↑	⇈
Fuel System	↑	⇈	⇊	⇈	⇈	⇈	⇈	↑	↓	↑
Electrical	⇊	⇈	⇊	⇊	⇊	↑	⇈	⇈	⇈	⇈
Climate Syst.	⇊	↓	⇊	↑	↑	⇈	⇈	⇈	⇈	⇈
Suspension	!	⇊	!	⇈	↑	↑	⇈	⇈	⇈	⇈
Brakes	!	⇈	↓	↓	↓	↑	⇈	↑	!	⇈
Exhaust	↑	⇊	↑	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Paint/Trim	↑	⇊	⇊	!	↓	!	!	⇈	⇈	⇈
Noises & Leaks	⇈	⇊	⇈	!	!	↑	⇈	↑	↑	↑
Body Hardware	⇊	⇊	↓	↓	⇊	!	↑	↑	⇈	⇈
Power Equip.	↓	⇊	↑	↑	⇈	⇈	!	⇊	⇊	⇈
In-Car Electr.	!	↑	↑	↑	↑	!	↑	↑	!	↑

PRICES

2014	$9,000 - $10,700
2015	$10,100 - $11,700
2016	$11,200 - $13,400
2017	$12,300 - $17,300
2018	$16,800 - $20,800
2019	$18,600 - $24,100
2020	$20,000 - $26,100
2021	$22,200 - $31,200
2022	$23,700 - $38,500
2023	$24,800 - $40,600

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	Marg.	NT
2015	Good	Marg.	NT
2016	Good	Marg.	NT
2017	Good	Good	NT
2018	Good	Good	↑/⇈
2019	Good	Good	↑/⇈
2020	Good	Good	↑/⇈
2021	Good	Good	⇈/⇈
2022	Good	Good	⇈/⇈
2023	Good	Good	⇈/⇈

Hyundai Santa Fe Sport

Hyundai's five-passenger midsized SUV is roomy and comfortable, with a good ride and quiet interior. Power comes from a responsive 190-hp, 2.4-liter four-cylinder mated to a smooth and responsive six speed automatic. We got a very good 23 mpg overall with this drivetrain. A 2.0-liter turbocharged four-cylinder is also available. Handling is sound and secure, but not exceptional, and the vague steering doesn't help. The well-finished cabin is packed with a lot of standard features. Rear visibility leaves a lot to be desired. Updates for 2017 include a larger touchscreen, a standard backup camera, and a more powerful 2.0-liter turbo four-cylinder engine. 2018 was the final year for the Santa Fe Sport.

REDESIGN/FRESHENING:
2013

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	⇊	↓	↓	↓	↓					
Engine, Major	⇊	⇊	⇊	⇊	⇊					
Engine Minor	!	↑	⇈	!	↑					
Engine Cooling	↑	⇈	⇈	⇈	⇈					
Trans. Major	↑	⇈	↑	⇈	⇈					
Trans. Minor	⇈	⇈	⇈	⇈	⇈					
Electric Motor										
EV Battery										
EV Charging										
Drive System	!	↑	↑	↑	↓					
Fuel System	⇈	↑	⇊	⇊	⇈					
Electrical	⇊	↑	↓	!	⇈					
Climate Syst.	↓	↓	⇈	↑	⇈					
Suspension	⇊	⇈	↓	↓	↓					
Brakes	↓	!	↓	⇊	⇊					
Exhaust	↓	↓	⇈	↑	⇈					
Paint/Trim	⇊	!	⇊	⇊	↓					
Noises & Leaks	⇊	⇈	⇈	⇈	⇈					
Body Hardware	⇊	!	⇊	↓	↓					
Power Equip.	!	⇈	⇈	↓	↑					
In-Car Electr.	⇊	!	↑	↑	⇈					

PRICES

2014	$9,000 - $9,600
2015	$10,100 - $11,200
2016	$11,400 - $12,800
2017	$12,900 - $15,300
2018	$15,400 - $17,800
2019	-
2020	-
2021	-
2022	-
2023	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	Marg.	⇈/⇈
2015	Good	Marg.	⇈/⇈
2016	Good	Marg.	⇈/⇈
2017	Good	Good	⇈/⇈
2018	Good	Good	⇈/⇈
2019	-	-	-
2020	-	-	-
2021	-	-	-
2022	-	-	-
2023	-	-	-

Hyundai Sonata

The Sonata's 2011 redesign was a major leap forward. The base four-cylinder returned 27 mpg overall, while the turbo four-cylinder got 25 mpg and delivered plenty of performance. Road noise is evident, however, and the swoopy styling challenged rear visibility and rear-seat access. A 2015 redesign brought a 2.4-liter four-cylinder and six-speed automatic pairing that returned 28 mpg overall, and 2018 featured changes to the suspension and steering. The 2020 redesign brought a strong 2.5-liter four-cylinder engine and eight-speed automatic that returned 31 mpg overall, while the hybrid gets an excellent 44 mpg. Handling is responsive, but the ride is rather stiff. The standard 8-inch touchscreen is easy to use, but the larger screen on high-end versions eliminates the radio's tuning knob. The Sonata N-Line is a high performance version with an eight-speed dual clutch automatic transmission.

REDESIGN/FRESHENING:
2011, 2015, 2020

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2020.

DRIVE WHEELS:
Front

RELIABILITY HISTORY

	'14	**'15**	'16	'17	'18	'19	**'20**	'21	'22	'23
Overall Reliability	↓	↓	↓	⇊	⇊	↓	↓	↑	↓	↓
Engine, Major	⇊	⇊	⇊	⇊	⇊	↓	⇊	⇈	⇈	⇈
Engine Minor	↑	⇊	⇊	↓	⇊	⇈	⇈	↑	↑	⇈
Engine Cooling	⇈	⇈	!	⇈	↑	⇈	⇈	⇈	⇈	↑
Trans. Major	⇈	!	!	⇈	↑	↑	⇈	⇈	⇈	⇈
Trans. Minor	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Electric Motor										
EV Battery										
EV Charging										
Drive System	!	↑	!	⇊	↑	↑	⇈	⇈	⇈	⇈
Fuel System	↑	↑	!	⇊	⇊	⇈	⇈	⇈	⇈	↓
Electrical	⇊	↓	⇊	⇊	⇊	⇈	⇈	⇈	↓	⇈
Climate Syst.	⇊	⇈	↑	⇈	↑	⇈	⇊	⇈	⇈	↑
Suspension	!	↑	!	!	↓	↑	⇈	↓	⇈	⇈
Brakes	!	↓	!	⇊	↑	↑	!	⇈	!	⇈
Exhaust	!	↑	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Paint/Trim	⇊	↓	⇊	⇊	⇊	↑	⇈	↑	⇈	↑
Noises & Leaks	↓	⇈	↑	↓	⇈	⇊	⇈	!	⇈	⇈
Body Hardware	↓	!	!	⇊	⇊	↑	⇊	⇈	⇈	⇈
Power Equip.	↓	⇈	!	⇊	⇊	⇊	⇊	↓	!	!
In-Car Electr.	!	⇈	!	!	⇈	↓	↑	!	!	⇈

PRICES

2014	$7,200 - $8,400
2015	$8,300 - $10,000
2016	$9,300 - $12,500
2017	$10,400 - $14,900
2018	$12,900 - $18,100
2019	$14,300 - $21,800
2020	$17,900 - $23,300
2021	$19,400 - $24,400
2022	$20,700 - $28,600
2023	$22,500 - $30,800

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	Marg.	↑/⇈
2015	Good	Accept.	⇈/⇈
2016	Good	Good	⇈/⇈
2017	Good	Good	⇈/⇈
2018	Good	Good	⇈/⇈
2019	Good	Good	⇈/⇈
2020	Good	Good	↑/⇈
2021	Good	Good	↑/⇈
2022	Good	Good	↑/⇈
2023	Good	Good	↑/⇈

Hyundai Tucson

While earlier Tucsons had unimpressive fuel economy, a noisy suspension, and lacked agility, the 2016 redesign is an improvement, although the base 2.0-liter engine is slow and can feel strained. Avoid the more-powerful 1.6-liter turbo engine, as the dual-clutch automatic suffers from idle vibrations. Ride comfort, handling agility, and noise suppression are commendable. A 181-hp, 2.4 liter four-cylinder mated to a six-speed automatic arrived in 2018, but returned only 22 mpg overall. The Tucson got a freshening for 2019 which included replacing the 1.6-liter turbo and clunky seven-speed dual-clutch automatic with a 2.4-liter and a regular automatic. The Tucson was transformed with its 2022 redesign. While the 2.5-liter four-cylinder has leisurely acceleration, the hybrid's 1.6-liter turbo engine and electric assist makes it more responsive, and it got an impressive 35 mpg overall. The ride is firm yet steady, handling is responsive and secure, and the nicely trimmed cabin is relatively quiet.

REDESIGN/FRESHENING:	SAFETY EQUIPMENT:	DRIVE WHEELS:
2010, 2016, 2022	ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2019.	AWD; Front

RELIABILITY HISTORY

	'14	'15	**'16**	'17	'18	'19	'20	'21	**'22**	'23
Overall Reliability	↓	*	⇊	⇊	●	●	↑	⇈	●	⇈
Engine, Major	⇊	*	⇊	⇊	⇊	●	↑	⇈	⇈	⇈
Engine Minor	⇈	*	↓	↑	●	⇈	↑	⇈	⇈	⇈
Engine Cooling	⇈	*	↑	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Trans. Major	●	*	⇊	⇊	●	⇈	⇈	⇈	⇈	⇈
Trans. Minor	⇈	*	⇊	⇊	↑	⇈	⇈	⇈	⇈	⇈
Electric Motor										
EV Battery										
EV Charging										
Drive System	⇈	*	●	↑	⇈	⇈	⇈	⇈	⇈	⇈
Fuel System	⇊	*	⇈	⇈	⇈	●	↑	⇈	⇈	⇈
Electrical	⇊	*	⇊	↓	↑	⇈	⇈	⇈	⇈	⇈
Climate Syst.	⇊	*	⇊	⇊	●	↓	⇈	↑	⇈	⇈
Suspension	↑	*	↓	⇈	⇈	↑	⇈	⇈	⇈	⇈
Brakes	⇈	*	⇊	↓	●	●	↑	⇈	↑	⇈
Exhaust	⇊	*	↑	↓	⇈	⇊	⇊	↑	⇈	⇈
Paint/Trim	⇊	*	●	⇊	↑	⇈	↑	⇈	↑	⇈
Noises & Leaks	⇊	*	●	●	↑	⇈	⇈	↑	↑	⇈
Body Hardware	⇈	*	⇊	⇊	⇈	●	⇈	⇈	↑	⇈
Power Equip.	↑	*	⇊	⇊	●	↑	⇈	↑	●	⇈
In-Car Electr.	●	*	↑	●	↑	↑	↑	↑	↓	↓

PRICES

2014	$7,100 - $8,900
2015	$8,100 - $10,000
2016	$10,200 - $12,300
2017	$11,700 - $14,500
2018	$13,500 - $16,800
2019	$16,300 - $21,900
2020	$17,100 - $23,100
2021	$18,800 - $26,200
2022	$21,100 - $34,700
2023	$24,100 - $38,400

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	Poor	↑/⇈
2015	Good	Poor	↑/⇈
2016	Good	Good	⇈/⇈
2017	Good	Good	⇈/⇈
2018	Good	Good	⇈/⇈
2019	Good	Good	⇈/⇈
2020	Good	Good	⇈/⇈
2021	Good	Good	⇈/⇈
2022	Good	Good	⇈/⇈
2023	Good	Good	⇈/⇈

Hyundai Veloster

The sporty Veloster hatchback has three doors, with the right side rear door improving access to the tight rear seat. The 1.6-liter four-cylinder engine delivers adequate power. A dual-clutch, six-speed automated manual and a six-speed manual transmission are available. Handling is responsive and secure. While the ride is quite stiff, it isn't punishing. Despite the split rear window, visibility to the rear is decent. A much quicker turbo version became available in 2013, with a strong 201-hp four-cylinder and a seven-speed automatic. The 2019 redesign kept the same three-door formula. The base 2.0-liter engine isn't exciting but the 1.6-liter turbo and slick manual shifter returned 29 mpg overall in our tests. Handling is nimble, but the ride is very stiff and the cabin is loud, however. The controls are easy to use, including the touch-screen infotainment system. Only the high-performance N trim, with a 2.0-liter turbo engine and upgraded suspension, steering, and brakes, was available for 2022, the Veloster's final year.

REDESIGN/FRESHENING:	SAFETY EQUIPMENT:	DRIVE WHEELS:
2012, 2019	ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2021.	Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	**'19**	'20	'21	'22	'23
Overall Reliability	*	*	*	*		*	*	*	*	
Engine, Major	*	*	*	*		*	*	*	*	
Engine Minor	*	*	*	*		*	*	*	*	
Engine Cooling	*	*	*	*		*	*	*	*	
Trans. Major	*	*	*	*		*	*	*	*	
Trans. Minor	*	*	*	*		*	*	*	*	
Electric Motor										
EV Battery										
EV Charging										
Drive System	*	*	*	*		*	*	*	*	
Fuel System	*	*	*	*		*	*	*	*	
Electrical	*	*	*	*		*	*	*	*	
Climate Syst.	*	*	*	*		*	*	*	*	
Suspension	*	*	*	*		*	*	*	*	
Brakes	*	*	*	*		*	*	*	*	
Exhaust	*	*	*	*		*	*	*	*	
Paint/Trim	*	*	*	*		*	*	*	*	
Noises & Leaks	*	*	*	*		*	*	*	*	
Body Hardware	*	*	*	*		*	*	*	*	
Power Equip.	*	*	*	*		*	*	*	*	
In-Car Electr.	*	*	*	*		*	*	*	*	

PRICES

2014	$7,400 - $8,600
2015	$8,500 - $9,600
2016	$10,200 - $12,000
2017	$12,400 - $15,300
2018	-
2019	$16,300 - $22,600
2020	$17,700 - $24,000
2021	$18,300 - $28,200
2022	$28,800 - $29,700
2023	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	Marg.	↑/⇈
2015	Good	Marg.	↑/⇈
2016	Good	Marg.	↑/⇈
2017	Good	Marg.	↑/⇈
2018	-	-	-
2019	Good	Good	NT
2020	Good	Good	NT
2021	Good	Good	NT
2022	Good	Good	NT
2023	-	-	-

⏬ 🔽 ⏺ 🔼 ⏫ WORSE ⊢—⊣ BETTER ✓ GOOD BET

Hyundai Venue

The Venue has a boxy, SUV-like shape that makes it feel roomier than one might think. As is the case with other subcompacts, the 121-hp, 1.6-liter four-cylinder engine is loud and not tremendously powerful, but we got 32 mpg in our tests. The ride is stiff and choppy, the cabin is noisy, the seats feel spongy and short on support, and the bare bones interior and firm armrests are uncomfortable for long drives. The Venue is best for around-town driving, thanks to its nimble handling, and the car is extremely easy to park. All-wheel drive is not offered. Android Auto and Apple CarPlay compatibility come standard, as does an 8-inch touch screen. Heated front-seats are optional, and buyers can opt for a white roof. The Venue touts a long list of standard active safety features. For 2021, the manual transmission was dropped.

REDESIGN/FRESHENING:
2020

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard.

DRIVE WHEELS:
Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability							*	*	*	*
Engine, Major							*	*	*	*
Engine Minor							*	*	*	*
Engine Cooling							*	*	*	*
Trans. Major							*	*	*	*
Trans. Minor							*	*	*	*
Electric Motor										
EV Battery										
EV Charging										
Drive System							*	*	*	*
Fuel System							*	*	*	*
Electrical							*	*	*	*
Climate Syst.							*	*	*	*
Suspension							*	*	*	*
Brakes							*	*	*	*
Exhaust							*	*	*	*
Paint/Trim							*	*	*	*
Noises & Leaks							*	*	*	*
Body Hardware							*	*	*	*
Power Equip.							*	*	*	*
In-Car Electr.							*	*	*	*

PRICES

2014	-
2015	-
2016	-
2017	-
2018	-
2019	-
2020	$15,100 - $18,200
2021	$17,000 - $20,200
2022	$18,200 - $20,400
2023	$20,100 - $22,500

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	-	-	-
2018	-	-	-
2019	-	-	-
2020	Good	Good	🔼/⏫
2021	Good	Good	🔼/⏫
2022	Good	Good	🔼/⏫
2023	Good	Good	🔼/⏫

Infiniti Q50

The Q50 replaced the Infiniti G sedan, but its underwhelming driving experience limits its sporty credentials. On the luxury front, fit and finish, ride comfort, and noise isolation aren't impressive. Handling is lackluster, mostly due to the dull steering. Ride comfort is unsettled and suffers from the run-flat tires. The punchy powertrain isn't a model of refinement and fuel economy is not impressive. For the class, the cabin is quite roomy and the rear seat is hospitable, but the front seat has a short cushion. Even more frustrating is the agonizingly slow-responding touchscreen interface for the infotainment system. The Q50's trunk is narrow and shallow, which limits the amount of luggage that can be carried. For the 2020 model year the base 2.0-liter turbo engine was discontinued.

REDESIGN/FRESHENING:
2014

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags std. FCW and AEB std. from 2019. BSW and RCTW std. from 2022.

DRIVE WHEELS:
AWD; Rear

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	🔽	*	*	*	*	⏫	*	*	*	*
Engine, Major	⏫	*	*	*	*	⏫	*	*	*	*
Engine Minor	⏫	*	*	*	*	⏫	*	*	*	*
Engine Cooling	⏫	*	*	*	*	⏫	*	*	*	*
Trans. Major	⏬	*	*	*	*	⏫	*	*	*	*
Trans. Minor	⏫	*	*	*	*	⏫	*	*	*	*
Electric Motor										
EV Battery										
EV Charging										
Drive System	⏬	*	*	*	*	⏫	*	*	*	*
Fuel System	🔽	*	*	*	*	⏫	*	*	*	*
Electrical	⏫	*	*	*	*	⏫	*	*	*	*
Climate Syst.	🔽	*	*	*	*	⏫	*	*	*	*
Suspension	⏬	*	*	*	*	⏫	*	*	*	*
Brakes	⏬	*	*	*	*	⏫	*	*	*	*
Exhaust	⏫	*	*	*	*	⏫	*	*	*	*
Paint/Trim	⏬	*	*	*	*	🔽	*	*	*	*
Noises & Leaks	⏫	*	*	*	*	⏫	*	*	*	*
Body Hardware	⏬	*	*	*	*	🔽	*	*	*	*
Power Equip.	⏺	*	*	*	*	⏫	*	*	*	*
In-Car Electr.	🔽	*	*	*	*	⏺	*	*	*	*

PRICES

2014	$10,300 - $12,500
2015	$11,700 - $13,900
2016	$13,000 - $18,600
2017	$14,000 - $20,300
2018	$15,800 - $24,000
2019	$18,100 - $28,700
2020	$21,600 - $34,200
2021	$24,100 - $38,700
2022	$30,300 - $43,100
2023	$34,300 - $47,300

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	Accept.	🔼/⏫
2015	Good	Accept.	🔼/⏫
2016	Good	NT	NT/⏫
2017	Good	NT	NT
2018	Good	NT	NT
2019	Good	NT	NT
2020	Good	NT	NT
2021	Good	NT	NT
2022	Good	NT	NT
2023	Good	NT	NT

Infiniti Q70

The Infiniti Q70 is a very capable rear and all-wheel-drive sedan with a comfortable interior and a choice of V6 or V8 power, positioned to take on the BMW 5 Series and Mercedes-Benz E-Class at a lower price. Ride and handling were good, and it was capable whether cruising on the highway or hustling along twisty country roads. The interior is plush and well constructed. Quick, quiet, and roomy, the 2011 redesign also performed well. A not-so-impressive hybrid version was also introduced. It's a roomy, fairly agile, and powerful car, although it is short on the ultimate refinement. The big sedan received a styling face lift for 2015, which also marked the introduction of the roomier, long-wheelbase Q70L. Infiniti discontinued the Q70 after the 2019 model year.

REDESIGN/FRESHENING:
2014

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard.

DRIVE WHEELS:
AWD; Rear

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	*	*	*	*	*	*				
Engine, Major	*	*	*	*	*	*				
Engine Minor	*	*	*	*	*	*				
Engine Cooling	*	*	*	*	*	*				
Trans. Major	*	*	*	*	*	*				
Trans. Minor	*	*	*	*	*	*				
Electric Motor										
EV Battery										
EV Charging										
Drive System	*	*	*	*	*	*				
Fuel System	*	*	*	*	*	*				
Electrical	*	*	*	*	*	*				
Climate Syst.	*	*	*	*	*	*				
Suspension	*	*	*	*	*	*				
Brakes	*	*	*	*	*	*				
Exhaust	*	*	*	*	*	*				
Paint/Trim	*	*	*	*	*	*				
Noises & Leaks	*	*	*	*	*	*				
Body Hardware	*	*	*	*	*	*				
Power Equip.	*	*	*	*	*	*				
In-Car Electr.	*	*	*	*	*	*				

PRICES

2014	$11,300 - $14,700
2015	$13,900 - $18,100
2016	$15,600 - $20,400
2017	$17,600 - $24,500
2018	$20,000 - $27,300
2019	$23,100 - $29,700
2020	-
2021	-
2022	-
2023	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	Good	↑/⇈
2015	Good	Good	↑/⇈
2016	Good	Good	↑/⇈
2017	Good	Good	↑/NT
2018	Good	Good	↑/NT
2019	Good	Good	↑/NT
2020	-	-	-
2021	-	-	-
2022	-	-	-
2023	-	-	-

Infiniti QX50

The QX50 is essentially a raised wagon version of the Infiniti G sedan, with which it shares a very nice powertrain. Like the G, it handled with agility, but it's quieter and has a slightly more comfortable ride. The rear seat is very snug, the cargo area is small, and rear visibility is limited. In 2019 the SUV was redesigned. Its 2.0-liter turbo engine and continuously variable transmission are supposed to deliver V6 power and four-cylinder fuel economy. But while acceleration is competitive, we got just 22 mpg overall in our all-wheel-drive test car. Interior fit and finish is impressive and the cabin is quiet and roomy. Handling is lackluster and the ride is mostly calm, but some impacts are stiffer than expected. The convoluted controls are very confusing and distracting. Updates for 2021 included standard heated front seats for most trim lines. The related QX55 was introduced in 2022 and features a coupelike roofline.

REDESIGN/FRESHENING:
2014, 2019

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags std. FCW and AEB std. from 2019. BSW and RCTW std. from 2020.

DRIVE WHEELS:
AWD; Front; Rear

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	*	*	*	↑	*	↓	*	*	*	*
Engine, Major	*	*	*	⇈	*	●	*	*	*	*
Engine Minor	*	*	*	⇈	*	⇊	*	*	*	*
Engine Cooling	*	*	*	⇈	*	⇊	*	*	*	*
Trans. Major	*	*	*	⇈	*	⇊	*	*	*	*
Trans. Minor	*	*	*	⇈	*	⇈	*	*	*	*
Electric Motor										
EV Battery										
EV Charging										
Drive System	*	*	*	↓	*	⇈	*	*	*	*
Fuel System	*	*	*	⇈	*	↓	*	*	*	*
Electrical	*	*	*	⇈	*	⇈	*	*	*	*
Climate Syst.	*	*	*	⇈	*	⇈	*	*	*	*
Suspension	*	*	*	⇈	*	⇈	*	*	*	*
Brakes	*	*	*	↓	*	●	*	*	*	*
Exhaust	*	*	*	⇈	*	⇈	*	*	*	*
Paint/Trim	*	*	*	●	*	⇈	*	*	*	*
Noises & Leaks	*	*	*	⇈	*	●	*	*	*	*
Body Hardware	*	*	*	⇈	*	⇊	*	*	*	*
Power Equip.	*	*	*	●	*	↑	*	*	*	*
In-Car Electr.	*	*	*	⇈	*	●	*	*	*	*

PRICES

2014	$9,900 - $12,300
2015	$11,500 - $13,800
2016	$13,400 - $13,900
2017	$15,000 - $16,000
2018	-
2019	$18,900 - $22,700
2020	$22,700 - $30,500
2021	$24,700 - $36,100
2022	$28,500 - $43,300
2023	$31,600 - $54,300

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	NT	NT
2015	Good	NT	NT
2016	Good	NT	NT
2017	Good	NT	NT
2018	NT	NT	NT
2019	Good	NT	⇈/⇈
2020	Good	NT	⇈/⇈
2021	Good	NT	↑/⇈
2022	Good	NT	↑/⇈
2023	Good	NT	↑/⇈

⇊ ↓ ! ↑ ⇈ WORSE ⊢——⊣ BETTER ✓ GOOD BET

Infiniti QX60

With room for seven in its three rows, the QX60 offers a quiet, luxurious, and well-finished interior. It has a comfortable ride but handling lacks agility. Power comes from a 265-hp, 3.5-liter V6 paired with a CVT. This powertrain delivers adequate acceleration and returned 19 mpg overall, but towing capacity is a low 3,500 pounds. The second-row seat cushion is very low, compromising thigh support and forcing passengers to sit with their knees high in the air. The QX was freshened for the 2017 model year, with the V6 gaining 30 more hp and towing capacity raised to 5,000 pounds. A redesign for 2022 transformed the QX60 into a slick, refined vehicle with a modern look inside and out. The 295-hp V6 and nine-speed automatic supply plenty of power, and deliver a decent 21 mpg overall. The ride is comfortable, and handling is sound but it still isn't particularly agile. The standard 12.3-inch touchscreen infotainment system is fairly easy to navigate.

REDESIGN/FRESHENING:
2014, 2022

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW, AEB, BSW, and RCTW standard from 2020.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	*	*	*	*	*	↑	*		*	*
Engine, Major	*	*	*	*	*	⇈	*		*	*
Engine Minor	*	*	*	*	*	⇈	*		*	*
Engine Cooling	*	*	*	*	*	⇈	*		*	*
Trans. Major	*	*	*	*	*	⇈	*		*	*
Trans. Minor	*	*	*	*	*	⇈	*		*	*
Electric Motor										
EV Battery										
EV Charging										
Drive System	*	*	*	*	*	⇈	*		*	*
Fuel System	*	*	*	*	*	⇈	*		*	*
Electrical	*	*	*	*	*	⇈	*		*	*
Climate Syst.	*	*	*	*	*	⇈	*		*	*
Suspension	*	*	*	*	*	⇈	*		*	*
Brakes	*	*	*	*	*	↓	*		*	*
Exhaust	*	*	*	*	*	⇈	*		*	*
Paint/Trim	*	*	*	*	*	⇊	*		*	*
Noises & Leaks	*	*	*	*	*	⇈	*		*	*
Body Hardware	*	*	*	*	*	⇈	*		*	*
Power Equip.	*	*	*	*	*	⇈	*		*	*
In-Car Electr.	*	*	*	*	*	↑	*		*	*

PRICES

2014	$8,100 - $10,700
2015	$11,500 - $12,500
2016	$13,600 - $14,300
2017	$14,100 - $14,500
2018	$17,100 - $17,300
2019	$18,600 - $21,600
2020	$22,200 - $26,600
2021	-
2022	$36,200 - $48,700
2023	$43,000 - $56,700

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	NT	↑/⇈
2015	Good	Good	↑/⇈
2016	Good	Good	↑/⇈
2017	Good	Good	↑/⇈
2018	Good	Good	↑/⇈
2019	Good	Good	↑/⇈
2020	Good	Good	↑/⇈
2021	-	-	-
2022	Good	Good	↑/⇈
2023	Good	Good	↑/⇈

Infiniti QX70

An older model, the QX70 stands out with bold styling, an eager powertrain, and responsive handling. We tested the previously named FX with the 3.5-liter V6, which provided plenty of power and got 18 mpg overall. Since then, the engine was upgraded to a 3.7-liter V6. Body roll is well suppressed, although the FX isn't exactly agile, and the ride is quite stiff. The fairly roomy cabin is well-finished and mostly quiet, except for the loud engine. However, the curvy styling hurts visibility and robs cargo space. A wide array of optional high-tech safety features includes AEB and FCW. The surround-view camera system gives a bird's-eye view of the car while parking. 2017 was the final year for the QX70.

REDESIGN/FRESHENING:
2014

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW, AEB, BSW, and RCTW standard from 2020.

DRIVE WHEELS:
AWD; Rear

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	*	*	*	*						
Engine, Major	*	*	*	*						
Engine Minor	*	*	*	*						
Engine Cooling	*	*	*	*						
Trans. Major	*	*	*	*						
Trans. Minor	*	*	*	*						
Electric Motor										
EV Battery										
EV Charging										
Drive System	*	*	*	*						
Fuel System	*	*	*	*						
Electrical	*	*	*	*						
Climate Syst.	*	*	*	*						
Suspension	*	*	*	*						
Brakes	*	*	*	*						
Exhaust	*	*	*	*						
Paint/Trim	*	*	*	*						
Noises & Leaks	*	*	*	*						
Body Hardware	*	*	*	*						
Power Equip.	*	*	*	*						
In-Car Electr.	*	*	*	*						

PRICES

2014	$12,200 - $16,700
2015	$13,400 - $14,300
2016	$15,200 - $16,300
2017	$17,400 - $18,200
2018	-
2019	-
2020	-
2021	-
2022	-
2023	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	NT	NT
2015	Good	NT	NT
2016	Good	NT	NT
2017	Good	NT	NT
2018	-	-	-
2019	-	-	-
2020	-	-	-
2021	-	-	-
2022	-	-	-
2023	-	-	-

Infiniti QX80

Infiniti's version of the big Nissan Armada SUV moved to a new platform with its 2011 redesign. We liked the supple ride but found the SUV to be ungainly, with cumbersome handling in everyday driving, though it was secure in emergency maneuvers. The seven-speed automatic and 400-hp, 5.6-liter V8 provide smooth and strong performance, but it chugs premium fuel and returned just 15 mpg overall. The tall step-up to the cabin makes climbing in or out an ungracious affair. Cargo volume is plentiful, and the small, power-folding third-row seat comes in handy to carry two kids. The Nissan Armada is essentially the same vehicle but costs less. Updates for 2020 include a rear-seat reminder system so parents don't leave children behind when exiting the vehicle and a more modern infotainment system, along with other updated controls.

REDESIGN/FRESHENING:	SAFETY EQUIPMENT:	DRIVE WHEELS:
2014	ABS, ESC, side and head protection air bags std. FCW and AEB std. from 2019. BSW and RCTW std. from 2021.	4WD; Rear

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	*	*	*	*	*	*	*	*	*	*
Engine, Major	*	*	*	*	*	*	*	*	*	*
Engine Minor	*	*	*	*	*	*	*	*	*	*
Engine Cooling	*	*	*	*	*	*	*	*	*	*
Trans. Major	*	*	*	*	*	*	*	*	*	*
Trans. Minor	*	*	*	*	*	*	*	*	*	*
Electric Motor										
EV Battery										
EV Charging										
Drive System	*	*	*	*	*	*	*	*	*	*
Fuel System	*	*	*	*	*	*	*	*	*	*
Electrical	*	*	*	*	*	*	*	*	*	*
Climate Syst.	*	*	*	*	*	*	*	*	*	*
Suspension	*	*	*	*	*	*	*	*	*	*
Brakes	*	*	*	*	*	*	*	*	*	*
Exhaust	*	*	*	*	*	*	*	*	*	*
Paint/Trim	*	*	*	*	*	*	*	*	*	*
Noises & Leaks	*	*	*	*	*	*	*	*	*	*
Body Hardware	*	*	*	*	*	*	*	*	*	*
Power Equip.	*	*	*	*	*	*	*	*	*	*
In-Car Electr.	*	*	*	*	*	*	*	*	*	*

PRICES

2014	$14,100 - $15,700
2015	$17,400 - $18,400
2016	$19,200 - $22,800
2017	$21,400 - $26,700
2018	$26,700 - $28,800
2019	$30,900 - $43,300
2020	$33,400 - $50,900
2021	$39,200 - $56,300
2022	$48,500 - $62,800
2023	$56,700 - $73,100

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	NT	NT	NT
2015	NT	NT	NT
2016	NT	NT	NT
2017	NT	NT	NT
2018	NT	NT	NT/🟢
2019	NT	NT	🟡/🟢
2020	NT	NT	🟡/🟢
2021	NT	NT	🟡/🟢
2022	NT	NT	NT
2023	NT	NT	NT

Jaguar E-Pace

The small E-Pace is stylish and nimble. All versions are powered by a 2.0-liter turbo four-cylinder engine, mated to a nine-speed automatic transmission and all-wheel drive. Power delivery is uneven, that is, either lethargic or overly gushing. Fuel economy of 21 mpg overall is not stellar. Handling is agile with sharp steering, making the little Jag fun to drive. The ride, however, is stiff and nervous. Controls, including the touch-screen infotainment system are a bit cumbersome but manageable. Rear and side visibility are dismal. Interior ambience is too ordinary and not befitting a car in this class. All 2020 models get standard Android Auto and Apple CarPlay compatibility, and later models received Jaguar's latest Pivi Pro infotainment system.

REDESIGN/FRESHENING:	SAFETY EQUIPMENT:	DRIVE WHEELS:
2018	ABS, ESC, side and head protection air bags standard. FCW and AEB standard.	AWD

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability					*	*	*	*	*	*
Engine, Major					*	*	*	*	*	*
Engine Minor					*	*	*	*	*	*
Engine Cooling					*	*	*	*	*	*
Trans. Major					*	*	*	*	*	*
Trans. Minor					*	*	*	*	*	*
Electric Motor										
EV Battery										
EV Charging										
Drive System					*	*	*	*	*	*
Fuel System					*	*	*	*	*	*
Electrical					*	*	*	*	*	*
Climate Syst.					*	*	*	*	*	*
Suspension					*	*	*	*	*	*
Brakes					*	*	*	*	*	*
Exhaust					*	*	*	*	*	*
Paint/Trim					*	*	*	*	*	*
Noises & Leaks					*	*	*	*	*	*
Body Hardware					*	*	*	*	*	*
Power Equip.					*	*	*	*	*	*
In-Car Electr.					*	*	*	*	*	*

PRICES

2014	-
2015	-
2016	-
2017	-
2018	$17,000 - $22,400
2019	$19,800 - $26,700
2020	$24,200 - $33,100
2021	$27,700 - $35,500
2022	$33,500 - $42,900
2023	$43,700 - $43,700

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	-	-	-
2018	NT	NT	NT
2019	NT	NT	NT
2020	NT	NT	NT
2021	NT	NT	NT
2022	NT	NT	NT
2023	NT	NT	NT

WORSE — BETTER | GOOD BET

Jaguar F-Pace

Jaguar's compact SUV shares its rear-wheel-drive platform with the XE and XF. The F-Pace is quick, thanks to its 380-hp supercharged 3.0-liter V6, but the omnipresent engine drone quickly becomes tiring. A 2.0-liter turbo was added in 2018. A smooth eight-speed automatic and all-wheel drive are standard. The taut and nimble F-Pace is one of the best-handling SUVs, contributing to the lively driving experience. However, the ride is stiff and choppy. The seats are comfortable, but interior quality doesn't match that of most competitors. The infotainment system is behind the times, utilizing a slow and fussy touch screen. The A/C system isn't always up to the task. Updates for 2019 included lots of standard safety gear. For 2021, the 3.0-liter supercharged V6 was replaced by a 3.0-liter turbocharged six-cylinder.

REDESIGN/FRESHENING:
2017

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2019. BSW standard for 2021.

DRIVE WHEELS:
AWD

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability				*	*	*	*	*	*	*
Engine, Major				*	*	*	*	*	*	*
Engine Minor				*	*	*	*	*	*	*
Engine Cooling				*	*	*	*	*	*	*
Trans. Major				*	*	*	*	*	*	*
Trans. Minor				*	*	*	*	*	*	*
Electric Motor										
EV Battery										
EV Charging										
Drive System				*	*	*	*	*	*	*
Fuel System				*	*	*	*	*	*	*
Electrical				*	*	*	*	*	*	*
Climate Syst.				*	*	*	*	*	*	*
Suspension				*	*	*	*	*	*	*
Brakes				*	*	*	*	*	*	*
Exhaust				*	*	*	*	*	*	*
Paint/Trim				*	*	*	*	*	*	*
Noises & Leaks				*	*	*	*	*	*	*
Body Hardware				*	*	*	*	*	*	*
Power Equip.				*	*	*	*	*	*	*
In-Car Electr.				*	*	*	*	*	*	*

PRICES

2014	-
2015	-
2016	-
2017	$13,100 - $23,400
2018	$18,400 - $26,600
2019	$21,500 - $50,600
2020	$25,400 - $53,000
2021	$34,300 - $66,200
2022	$39,800 - $75,000
2023	$45,200 - $82,200

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	NT	NT	NT
2018	NT	NT	NT
2019	NT	NT	NT
2020	NT	NT	NT
2021	NT	NT	NT
2022	NT	NT	NT
2023	NT	NT	NT

Jaguar I-Pace

The I-Pace all-electric crossover seats five, has an official range of 234 miles, and is a quick and quiet car that handles nimbly and doesn't consume a drop of gas. The ride is firm, yet comfortable. The ability to raise the ride height allows the I-Pace to traverse moderately rough terrain. The interior is luxurious with an attractive combination of charm and high-tech, including dual screens for the infotainment system and a pushbutton gear selector. Rear visibility is poor and the back seat is snug. The roughly 30 miles of range added per hour while charging on a 240-Volt connection is competitive. But its 100 kW acceptance rate at DC fast chargers is slow, which means more time spect charging when on longer road trips.

REDESIGN/FRESHENING:
2019

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard.

DRIVE WHEELS:
AWD

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability						*	*	*	*	*
Engine, Major										
Engine Minor										
Engine Cooling										
Trans. Major										
Trans. Minor										
Electric Motor						*	*	*	*	*
EV Battery						*	*	*	*	*
EV Charging						*	*	*	*	*
Drive System						*	*	*	*	*
Fuel System										
Electrical										
Climate Syst.						*	*	*	*	*
Suspension						*	*	*	*	*
Brakes						*	*	*	*	*
Exhaust										
Paint/Trim						*	*	*	*	*
Noises & Leaks						*	*	*	*	*
Body Hardware						*	*	*	*	*
Power Equip.						*	*	*	*	*
In-Car Electr.						*	*	*	*	*

PRICES

2014	-
2015	-
2016	-
2017	-
2018	-
2019	$25,300 - $29,800
2020	$31,600 - $37,900
2021	-
2022	$47,900 - $47,900
2023	$64,000 - $64,000

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	-	-	-
2018	-	-	-
2019	NT	NT	NT
2020	NT	NT	NT
2021	NT	NT	NT
2022	NT	NT	NT
2023	NT	NT	NT

Jaguar XE

The XE is an athletic compact luxury sports sedan. Base models get a 2.0-liter four-cylinder turbo. A more potent 340-hp, 3.0-liter supercharged V6 is the up level offering, and a diesel engine was also available. All engines are coupled to a smooth eight-speed automatic. Rear and all-wheel-drive versions are available. We found that the XE is agile and fun to drive, with a comfortable ride. But the interior ambience is not as opulent as one might expect from a Jaguar. The rear seat is extremely tight and the infotainment system is not up to snuff. The refreshed 2020 model brought standard active safety features, and a new gear selector and infotainment system—but it was also the final year for the XE.

REDESIGN/FRESHENING:
2017

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2020.

DRIVE WHEELS:
AWD; Rear

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability				*	*	*	*			
Engine, Major				*	*	*	*			
Engine Minor				*	*	*	*			
Engine Cooling				*	*	*	*			
Trans. Major				*	*	*	*			
Trans. Minor				*	*	*	*			
Electric Motor										
EV Battery										
EV Charging										
Drive System				*	*	*	*			
Fuel System				*	*	*	*			
Electrical				*	*	*	*			
Climate Syst.				*	*	*	*			
Suspension				*	*	*	*			
Brakes				*	*	*	*			
Exhaust				*	*	*	*			
Paint/Trim				*	*	*	*			
Noises & Leaks				*	*	*	*			
Body Hardware				*	*	*	*			
Power Equip.				*	*	*	*			
In-Car Electr.				*	*	*	*			

PRICES

2014	-
2015	-
2016	-
2017	$11,400 - $18,500
2018	$14,200 - $25,700
2019	$17,700 - $30,500
2020	$23,500 - $27,400
2021	-
2022	-
2023	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	NT	NT	NT
2018	NT	NT	NT
2019	NT	NT	NT
2020	NT	NT	NT
2021	-	-	-
2022	-	-	-
2023	-	-	-

Jaguar XF

Jaguar's mid-level XF has first-rate handling and a comfortable, compliant ride. The cabin is relatively snug, but well-finished in earlier years. However, the low-slung styling takes a toll on cabin access, visibility, and headroom, and the controls are needlessly complicated, particularly the fussy, slow-reacting touch screen. The 2016 redesign is a delight to drive. Unfortunately, the updated interior is more run-of-the-mill than luxurious, and we found the air conditioning to be weak. Revisions for 2018 included a new 2.0-liter turbocharged four-cylinder engine, and an all-wheel-drive wagon version called Sportbrake. Front and rear parking aids, and an enhanced touch-screen infotainment system arrived for 2020. The wagon and V6 engine were discontinued for 2021.

REDESIGN/FRESHENING:
2013, 2016

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW, AEB, BSW, and RCTW standard from 2021.

DRIVE WHEELS:
AWD; Rear

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	*	*	*	*	*	*	*	*	*	*
Engine, Major	*	*	*	*	*	*	*	*	*	*
Engine Minor	*	*	*	*	*	*	*	*	*	*
Engine Cooling	*	*	*	*	*	*	*	*	*	*
Trans. Major	*	*	*	*	*	*	*	*	*	*
Trans. Minor	*	*	*	*	*	*	*	*	*	*
Electric Motor										
EV Battery										
EV Charging										
Drive System	*	*	*	*	*	*	*	*	*	*
Fuel System	*	*	*	*	*	*	*	*	*	*
Electrical	*	*	*	*	*	*	*	*	*	*
Climate Syst.	*	*	*	*	*	*	*	*	*	*
Suspension	*	*	*	*	*	*	*	*	*	*
Brakes	*	*	*	*	*	*	*	*	*	*
Exhaust	*	*	*	*	*	*	*	*	*	*
Paint/Trim	*	*	*	*	*	*	*	*	*	*
Noises & Leaks	*	*	*	*	*	*	*	*	*	*
Body Hardware	*	*	*	*	*	*	*	*	*	*
Power Equip.	*	*	*	*	*	*	*	*	*	*
In-Car Electr.	*	*	*	*	*	*	*	*	*	*

PRICES

2014	$7,000 - $18,500
2015	$8,500 - $21,700
2016	$8,900 - $15,900
2017	$11,100 - $18,300
2018	$15,000 - $30,300
2019	$21,000 - $33,700
2020	$25,000 - $37,600
2021	$29,800 - $35,100
2022	$34,300 - $38,800
2023	$38,600 - $43,100

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	NT	NT	NT
2015	NT	NT	NT
2016	NT	NT	NT
2017	NT	NT	NT
2018	NT	NT	NT
2019	NT	NT	NT
2020	NT	NT	NT
2021	NT	NT	NT
2022	NT	NT	NT
2023	NT	NT	NT

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WORSE — BETTER GOOD BET

Jaguar XJ

For a large luxury car the XJ has always had a rather tight cabin, albeit one replete with plush leather and wood trim. The front seats are nicely shaped, but cramped. Long-wheelbase models comfortably hold three in the rear seat. Handling was fairly nimble, and the ride comfortable. It is truly a fun to-drive sports sedan, and offered a range of powerful V8s in addition to a V6 and optional AWD. We liked the power and the plush appointments inside the quiet interior, but we were unimpressed with the complex, slow-acting touch-screen control interface. Head room is a little skimpy and the trunk is small for such a large sedan. A new XJR performance version, along with many safety features, were added to the 2018 model. The big cat made its final appearance for 2019.

REDESIGN/FRESHENING:
2011

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard.

DRIVE WHEELS:
AWD; Rear

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	*	*	*	*	*	*				
Engine, Major	*	*	*	*	*	*				
Engine Minor	*	*	*	*	*	*				
Engine Cooling	*	*	*	*	*	*				
Trans. Major	*	*	*	*	*	*				
Trans. Minor	*	*	*	*	*	*				
Electric Motor										
EV Battery										
EV Charging										
Drive System	*	*	*	*	*	*				
Fuel System	*	*	*	*	*	*				
Electrical	*	*	*	*	*	*				
Climate Syst.	*	*	*	*	*	*				
Suspension	*	*	*	*	*	*				
Brakes	*	*	*	*	*	*				
Exhaust	*	*	*	*	*	*				
Paint/Trim	*	*	*	*	*	*				
Noises & Leaks	*	*	*	*	*	*				
Body Hardware	*	*	*	*	*	*				
Power Equip.	*	*	*	*	*	*				
In-Car Electr.	*	*	*	*	*	*				

PRICES

2014	$9,500 - $18,500
2015	$12,700 - $24,100
2016	$16,400 - $31,100
2017	$20,200 - $39,100
2018	$26,600 - $55,200
2019	$34,000 - $64,300
2020	-
2021	-
2022	-
2023	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	NT	NT	NT
2015	NT	NT	NT
2016	NT	NT	NT
2017	NT	NT	NT
2018	NT	NT	NT
2019	NT	NT	NT
2020	-	-	-
2021	-	-	-
2022	-	-	-
2023	-	-	-

Jeep Cherokee

The Cherokee is too underdeveloped and unrefined. If you have your heart set on one, get the 3.2-liter V6. The 2.4-liter four-cylinder is slow and gets lousy fuel economy for the class at just 22 mpg overall. The Cherokee was refreshed for 2019 with suspension tweaks and a new turbo version that suffers from a significant delay, particularly from a rolling start, which is frustrating. The nine-speed automatic is not all that responsive or refined. Handling is competent, but short on agility and the ride is jittery. Still, it's a quiet SUV, with a roomy, comfortable back seat and an easy-to-use infotainment system. Limited trims can be found with many high-end features. The Trailhawk is capable off-road, and the V6 can tow an impressive 4,500 pounds. 2023 is the final year for the Cherokee.

REDESIGN/FRESHENING:
2014

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW, AEB, BSW, and RCTW standard from 2021.

DRIVE WHEELS:
4WD; AWD; Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	⏬	🔽	🔽	🔽	⏺	🔽	🔼	🔽	🔼	*
Engine, Major	🔼	🔽	⏺	⏬	⏫	🔼	⏫	⏫	⏫	*
Engine Minor	⏬	⏬	⏺	⏺	⏺	🔼	⏫	🔽	⏫	*
Engine Cooling	🔼	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫	*
Trans. Major	⏬	⏬	🔽	⏺	⏬	🔽	⏺	🔽	⏫	*
Trans. Minor	⏬	⏬	⏬	⏫	⏺	🔼	⏫	⏫	⏫	*
Electric Motor										
EV Battery										
EV Charging										
Drive System	⏬	🔼	⏬	⏫	⏬	⏬	⏺	🔼	⏫	*
Fuel System	⏬	⏬	⏬	⏫	⏫	🔼	⏫	⏫	⏫	*
Electrical	⏬	⏬	⏬	⏬	⏫	⏺	⏫	🔽	⏫	*
Climate Syst.	⏫	⏺	🔽	🔼	⏫	🔼	⏫	🔽	⏫	*
Suspension	⏬	🔼	⏺	⏫	⏬	🔽	⏫	⏫	⏬	*
Brakes	⏬	⏺	🔽	⏬	⏫	⏺	⏫	🔽	⏫	*
Exhaust	⏬	⏺	⏬	⏫	⏫	🔼	⏫	⏫	⏫	*
Paint/Trim	⏫	⏫	⏫	⏺	⏺	🔼	⏫	⏫	⏫	*
Noises & Leaks	⏺	⏺	⏫	🔽	⏫	🔼	⏫	⏫	⏺	*
Body Hardware	⏫	⏫	⏫	🔽	⏫	⏫	⏺	⏫	⏫	*
Power Equip.	🔼	⏬	🔽	🔼	⏫	⏬	🔼	⏫	⏫	*
In-Car Electr.	⏺	⏬	⏫	⏫	⏺	⏬	⏫	⏺	🔼	*

PRICES

2014	$7,900 - $10,900
2015	$9,200 - $12,100
2016	$10,600 - $15,900
2017	$12,200 - $17,100
2018	$13,900 - $19,800
2019	$16,100 - $22,200
2020	$17,300 - $25,100
2021	$19,900 - $25,400
2022	$25,500 - $29,600
2023	$30,900 - $34,800

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	Marg.	🔼/⏫
2015	Good	Marg.	🔼/⏫
2016	Good	Marg.	🔼/⏫
2017	Good	Marg.	🔼/⏫
2018	Good	Marg.	🔼/⏫
2019	Good	Good	🔼/⏫
2020	Good	Good	🔼/⏫
2021	Good	Good	🔼/⏫
2022	Good	Good	🔼/⏫
2023	Good	Good	🔼/⏫

Jeep Compass

We would skip the pre-2017 Compass entirely. Originally, it was a small, cramped SUV. The larger of its two engine choices, a 2.4-liter, four-cylinder, is sluggish and noisy. A 2.0-liter engine was also available. Front-wheel drive is standard and all-wheel drive is optional. The ride is acceptable, but handling lacks agility. Interior quality suffers from cheap plastics and sharp, unfinished edges, while wide rear roof pillars impede the view aft. The redesigned 2017 Compass is significantly better, but still trails its peers. Power comes from an unrefined 2.4-liter four-cylinder engine. Most versions have the nine-speed automatic, which is neither smooth nor responsive. Handling isn't agile, although the Jeep is secure when pushed. The ride is rather stiff and jittery. The rear seat is too low and flat.

REDESIGN/FRESHENING:
2007, 2017

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW, AEB, BSW, and RCTW standard from 2022.

DRIVE WHEELS:
4WD; AWD; Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	*	*	*	*	*	*	*	*	⇈	*
Engine, Major	*	*	*	*	*	*	*	*	⇈	*
Engine Minor	*	*	*	*	*	*	*	*	⇈	*
Engine Cooling	*	*	*	*	*	*	*	*	⇈	*
Trans. Major	*	*	*	*	*	*	*	*	⇈	*
Trans. Minor	*	*	*	*	*	*	*	*	!	*
Electric Motor										
EV Battery										
EV Charging										
Drive System	*	*	*	*	*	*	*	*	⇈	*
Fuel System	*	*	*	*	*	*	*	*	⇈	*
Electrical	*	*	*	*	*	*	*	*	⇈	*
Climate Syst.	*	*	*	*	*	*	*	*	⇈	*
Suspension	*	*	*	*	*	*	*	*	⇈	*
Brakes	*	*	*	*	*	*	*	*	⇈	*
Exhaust	*	*	*	*	*	*	*	*	⇈	*
Paint/Trim	*	*	*	*	*	*	*	*	⇈	*
Noises & Leaks	*	*	*	*	*	*	*	*	⇈	*
Body Hardware	*	*	*	*	*	*	*	*	⇈	*
Power Equip.	*	*	*	*	*	*	*	*	⇈	*
In-Car Electr.	*	*	*	*	*	*	*	*	⇊	*

PRICES

2014	$6,400 - $8,900
2015	$7,400 - $10,300
2016	$8,200 - $9,600
2017	$10,400 - $15,400
2018	$13,400 - $16,500
2019	$15,400 - $18,600
2020	$16,700 - $20,600
2021	$18,700 - $22,900
2022	$20,800 - $25,700
2023	$25,300 - $29,500

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	NT	NT	!/⇈
2015	NT	NT	!/NT
2016	NT	NT	!/NT
2017	Good	Good	NT
2018	Good	Good	↑/⇈
2019	Good	Good	↑/⇈
2020	Good	Good	↑/⇈
2021	Good	Good	↑/⇈
2022	Good	Good	↑/⇈
2023	Good	Good	↑/⇈

Jeep Gladiator

The Gladiator is essentially a Wrangler pickup truck, using a longer wheelbase and adding a 5-foot bed. The standard engine is a 3.6-liter V6 mated to either a smooth eight-speed automatic or a six-speed manual. With the automatic, the Gladiator packs some oomph and returns 18 mpg overall. Unlike other compact pickup trucks, it uses coil springs in the rear suspension, which makes the ride relatively civilized. Handling, however, is decidedly clumsy. Like the Wrangler, the truck comes with a soft top or an optional removable hardtop. Either way, wind noise on the highway is excessive. The off-road-focused Rubicon has suspension and tires that are optimized for rock climbing. The damped tailgate is a nice touch. Several active safety features are available. For 2021, the Gladiator got an optional 260-hp, 3.0-liter V6 diesel engine that promised better fuel economy. Full-time four-wheel drive is available on all trim lines.

REDESIGN/FRESHENING:
2020

SAFETY EQUIPMENT:
ABS, ESC, and side air bags standard.

DRIVE WHEELS:
4WD

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability							⇊	↓	⇈	*
Engine, Major							!	⇈	⇈	*
Engine Minor							!	⇈	⇈	*
Engine Cooling							⇈	⇈	⇈	*
Trans. Major							↓	⇈	⇈	*
Trans. Minor							⇈	!	⇈	*
Electric Motor										
EV Battery										
EV Charging										
Drive System							!	⇊	⇈	*
Fuel System							⇈	⇈	⇈	*
Electrical							⇈	⇈	↓	*
Climate Syst.							⇈	⇈	⇈	*
Suspension							⇊	⇊	⇈	*
Brakes							⇈	⇈	⇈	*
Exhaust							⇈	!	⇈	*
Paint/Trim							!	⇈	⇈	*
Noises & Leaks							⇊	⇈	⇈	*
Body Hardware							⇊	⇈	⇈	*
Power Equip.							⇊	⇈	⇈	*
In-Car Electr.							↑	⇈	⇈	*

PRICES

2014	-
2015	-
2016	-
2017	-
2018	-
2019	-
2020	$31,400 - $41,400
2021	$35,500 - $43,500
2022	$37,200 - $45,100
2023	$39,100 - $51,400

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	-	-	-
2018	-	-	-
2019	-	-	-
2020	NT	NT	↑/NT
2021	NT	NT	↑/NT
2022	NT	NT	↑/NT
2023	NT	NT	↑/NT

Jeep Grand Cherokee, Grand Cherokee L

The Grand Cherokee's 2014 freshening included better controls, improved fit and finish, and a new eight-speed automatic. If towing is an issue, get the 3.0-liter V6 turbodiesel, for its added fuel efficiency and torque. A minor 2016 freshening included a much more intuitive gear selector. The diesel was dropped for 2020. The 2022 redesign came in two- and three-row (Grand Cherokee L) versions. Most use the 3.6-liter V6, which is loud and not very fuel efficient. But the transmission remains smooth and responsive. Handling is sound and secure, and the ride is absorbent. Body roll is well contained but the three-row L has very light steering. The interior has a premium feel, but the controls are cluttered.

REDESIGN/FRESHENING:	SAFETY EQUIPMENT:	DRIVE WHEELS:
2014, 2022	ABS, ESC, side and head protection air bags std. BSW standard from 2019. FCW, AEB, and RCTW std. from 2022.	4WD; Rear

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	↓	↓	↓	↓	↓	❘	↓	❘	↓	↓
Engine, Major	↑	⇊	↓	↓	❘	⇈	⇈	⇈	↑	⇈
Engine Minor	⇊	⇊	⇈	⇈	⇈	⇈	⇈	⇈	↑	⇈
Engine Cooling	❘	❘	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Trans. Major	↓	⇊	❘	❘	⇈	⇈	⇈	↑	⇈	⇈
Trans. Minor	↓	↑	⇈	⇈	⇈	↑	❘	⇈	⇈	↑
Electric Motor										
EV Battery										
EV Charging										
Drive System	↓	⇊	❘	↓	⇈	⇈	⇈	↓	↓	↓
Fuel System	⇊	⇊	↑	⇊	⇊	⇈	⇈	⇈	↑	⇈
Electrical	❘	❘	⇊	↑	↑	⇈	⇈	⇈	❘	⇈
Climate Syst.	⇊	❘	❘	↓	↓	❘	⇊	⇈	⇈	⇈
Suspension	↓	⇊	❘	↑	↑	↓	⇈	⇈	⇊	↓
Brakes	❘	↑	↑	❘	❘	⇈	⇊	⇊	⇈	⇈
Exhaust	↓	❘	↑	↑	❘	⇈	⇈	↑	⇈	⇈
Paint/Trim	❘	❘	↑	❘	❘	↓	⇈	⇈	❘	⇈
Noises & Leaks	↓	↑	⇈	⇈	❘	❘	↑	⇊	⇊	↑
Body Hardware	❘	❘	↓	❘	⇈	↑	❘	⇈	↓	↓
Power Equip.	❘	↑	❘	⇊	❘	↓	↑	↑	⇊	⇈
In-Car Electr.	⇊	❘	↑	↑	⇊	⇊	❘	⇈	⇊	⇊

PRICES

2014	$11,300 - $24,600
2015	$12,900 - $27,500
2016	$14,500 - $30,900
2017	$16,400 - $36,100
2018	$17,700 - $63,100
2019	$20,600 - $66,900
2020	$23,400 - $69,800
2021	$25,100 - $77,900
2022	$26,900 - $51,600
2023	$34,300 - $59,500

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	Marg.	⇈/⇈
2015	Good	Marg.	⇈/⇈
2016	Good	Marg.	⇈/⇈
2017	Good	Marg.	⇈/⇈
2018	Good	Marg.	↑/⇈
2019	Good	Marg.	↑/⇈
2020	Good	Marg.	↑/⇈
2021	Good	Marg.	↑/⇈
2022	Good	Good	⇈/NT
2023	Good	Good	⇈/⇈

Jeep Renegade

Built in Italy, the subcompact Renegade is bogged down by a nine-speed automatic that's neither smooth nor responsive. Fuel economy with the 2.4-liter was 24 mpg overall. A 1.3-liter turbo four-cylinder is also available. Handling is uninspiring, and the ride is unremarkable. Vibrations while the engine is idling and an overly touchy brake pedal also mar the driving experience. Depending on options, the Renegade offers traditional Jeep features such as some off-road ability in the Trailhawk version and open-air driving via its optional removable sunroofs. Chrysler's easy-to-use Uconnect infotainment system is one of the best in the business. For 2019, a new 1.3-liter four-cylinder turbocharged engine became standard on the Limited and Trailhawk models. This powertrain is optional on Sport and Latitude models, and replaces the 1.4-liter turbo. 2019 also brought optional adaptive cruise control.

REDESIGN/FRESHENING:	SAFETY EQUIPMENT:	DRIVE WHEELS:
2015	ABS, ESC, side and head protection air bags standard. BSW and RCTW standard from 2021.	AWD; Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability		*	*	❘	*	*	*	*	*	*
Engine, Major		*	*	↓	*	*	*	*	*	*
Engine Minor		*	*	↓	*	*	*	*	*	*
Engine Cooling		*	*	⇈	*	*	*	*	*	*
Trans. Major		*	*	⇈	*	*	*	*	*	*
Trans. Minor		*	*	↓	*	*	*	*	*	*
Electric Motor										
EV Battery										
EV Charging										
Drive System		*	*	⇊	*	*	*	*	*	*
Fuel System		*	*	⇈	*	*	*	*	*	*
Electrical		*	*	⇈	*	*	*	*	*	*
Climate Syst.		*	*	⇈	*	*	*	*	*	*
Suspension		*	*	⇊	*	*	*	*	*	*
Brakes		*	*	⇊	*	*	*	*	*	*
Exhaust		*	*	⇈	*	*	*	*	*	*
Paint/Trim		*	*	⇈	*	*	*	*	*	*
Noises & Leaks		*	*	❘	*	*	*	*	*	*
Body Hardware		*	*	⇈	*	*	*	*	*	*
Power Equip.		*	*	⇈	*	*	*	*	*	*
In-Car Electr.		*	*	⇊	*	*	*	*	*	*

PRICES

2014	-
2015	$8,700 - $12,500
2016	$10,100 - $13,600
2017	$11,700 - $15,200
2018	$13,100 - $16,800
2019	$14,900 - $19,500
2020	$16,700 - $21,600
2021	$17,900 - $23,000
2022	$20,800 - $24,300
2023	$25,300 - $27,600

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	-	-	-
2015	Good	Accept.	NT
2016	Good	Accept.	↑/⇈
2017	Good	Accept.	↑/⇈
2018	Good	Accept.	↑/⇈
2019	Good	NT	↑/NT
2020	Good	Good	↑/↑
2021	Good	Good	↑/↑
2022	Good	Good	↑/↑
2023	Good	Good	↑/↑

Jeep Wagoneer, Grand Wagoneer

Jeep revived the storied Wagoneer nameplate for this large three-row luxury SUV based on the Ram 1500 pickup truck. The Wagoneer and the more premium Grand Wagoneer are the same vehicle, distinguished by powertrain, equipment, and trim details. The Wagoneer's stout 392-hp, 5.7-liter V8 returns just 15 mpg overall, which is way behind the times, and the worst among large SUVs. Higher trims get a 420-hp twin-turbo six-cylinder. The more premium Grand Wagoneer gets either a larger 6.4-liter V8 or a 510-hp, turbo inline-six, more luxury amenities, and typically a six-figure price tag. The Wagoneer rides comfortably, particularly if equipped with the optional air suspension, and the big SUV is very quiet. Handling is sound but not a strong suit. The cabin is roomy and even the third-row seat is suitable for adults. A 15-inch-longer "L" version was added to both Wagoneers for the 2023 model year.

REDESIGN/FRESHENING:
2022

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW, AEB, BSW, and RCTW standard.

DRIVE WHEELS:
4WD; Rear

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	**'22**	'23
Overall Reliability									*	*
Engine, Major									*	*
Engine Minor									*	*
Engine Cooling									*	*
Trans. Major									*	*
Trans. Minor									*	*
Electric Motor										
EV Battery										
EV Charging										
Drive System									*	*
Fuel System									*	*
Electrical									*	*
Climate Syst.									*	*
Suspension									*	*
Brakes									*	*
Exhaust									*	*
Paint/Trim									*	*
Noises & Leaks									*	*
Body Hardware									*	*
Power Equip.									*	*
In-Car Electr.									*	*

PRICES

2014	-
2015	-
2016	-
2017	-
2018	-
2019	-
2020	-
2021	-
2022	$48,700 - $78,950
2023	$51,125 - $$101,040

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	-	-	-
2018	-	-	-
2019	-	-	-
2020	-	-	-
2021	-	-	-
2022	NT	NT	NT
2023	NT	NT	NT

Jeep Wrangler

The Wrangler is an off-road champ, but on road it's noisy and delivers a choppy ride. A 3.6-liter V6 and a five-speed automatic arrived for 2012, and returned 17 mpg overall. Off-road capability is impressive, particularly in Rubicon trim. But cabin access is a challenge and the interior is crude. The redesigned 2018 model was a big improvement. The V6 gas engine provided strong acceleration and the eight-speed automatic transmission shifted smoothly. Handling still lacked precision, and the ride was stiff and jiggly. The 2.0-liter turbocharged four-cylinder has decent oomph. 2021 saw the debut of the 4xe plug-in hybrid. Powered by a turbocharged 2.0-liter four-cylinder engine, augmented by an electric drive, the company claims the 4xe delivers 21 miles of all-electric driving. The powerful 470-hp, V8 Rubicon 392 was also added to the mix. For those who enjoy open air, we suggest finding a Wrangler with the power retractable soft top.

REDESIGN/FRESHENING:
2007, 2018

SAFETY EQUIPMENT:
ABS and ESC standard. Side airbags standard from 2018

DRIVE WHEELS:
4WD

RELIABILITY HISTORY

	'14	'15	'16	'17	**'18**	'19	'20	'21	'22	'23
Overall Reliability	⌄	⌄	⌄	⌄	⌄⌄	⌄	⌄⌄	⌄⌄	⌄	⌄
Engine, Major	⌄⌄	❘	⌃⌃	⌃⌃	❘	⌃⌃	⌃	⌄	❘	⌃⌃
Engine Minor	⌄⌄	⌄⌄	⌄	⌄⌄	⌄⌄	⌃	⌃⌃	⌃	❘	⌃⌃
Engine Cooling	⌄	⌃	⌃	⌃⌃	⌄⌄	⌃	⌃⌃	⌃	⌃⌃	⌃⌃
Trans. Major	⌃⌃	⌄⌄	⌃	❘	⌄⌄	⌃⌃	❘	⌃	❘	⌃⌃
Trans. Minor	❘	⌄	⌃⌃	⌃⌃	⌃	⌄⌄	⌃⌃	⌃	⌃⌃	⌃⌃
Electric Motor										
EV Battery										
EV Charging										
Drive System	⌄⌄	⌄⌄	⌄⌄	⌄⌄	⌄⌄	⌄⌄	⌄⌄	⌄	⌃	❘
Fuel System	⌃⌃	⌃	⌃⌃	⌄⌄	⌄	⌄	❘	⌃	⌃⌃	⌃⌃
Electrical	⌄⌄	⌃⌃	⌃⌃	⌃⌃	⌄⌄	⌃⌃	⌃⌃	⌄	❘	❘
Climate Syst.	⌄	❘	❘	⌃⌃	❘	⌃⌃	⌄⌄	⌃⌃	⌃⌃	⌃⌃
Suspension	⌄⌄	⌄	⌄⌄	⌃	⌄⌄	⌄⌄	⌄⌄	⌄⌄	⌄	⌄⌄
Brakes	⌄⌄	⌄⌄	⌄⌄	⌄⌄	⌃	❘	❘	⌃	⌃⌃	⌃⌃
Exhaust	⌃⌃	⌄	⌄	⌃	⌃⌃	⌃⌃	⌃	⌃⌃	⌃⌃	⌃⌃
Paint/Trim	⌃⌃	⌄⌄	⌃⌃	⌃⌃	⌄⌄	⌄⌄	⌄⌄	❘	⌃⌃	⌃⌃
Noises & Leaks	⌄⌄	⌄⌄	⌄⌄	⌄⌄	⌄⌄	⌄⌄	❘	⌃	⌃	⌃⌃
Body Hardware	⌃	⌃	⌃⌃	⌃	⌄⌄	⌄	⌄⌄	❘	⌃⌃	⌃⌃
Power Equip.	⌄⌄	❘	⌄	⌄⌄	⌄	⌄⌄	❘	❘	⌃⌃	⌃⌃
In-Car Electr.	❘	⌃⌃	⌄⌄	⌃	⌄⌄	❘	⌄	⌃	⌃⌃	⌃⌃

PRICES

2014	$14,700 - $19,800
2015	$15,700 - $21,400
2016	$16,900 - $23,800
2017	$18,300 - $26,200
2018	$20,500 - $33,400
2019	$25,200 - $36,900
2020	$27,500 - $40,000
2021	$30,800 - $67,100
2022	$33,200 - $69,900
2023	$35,800 - $80,800

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	NT	NT
2015	Good	Good	NT
2016	Good	Good	NT
2017	Good	Good	❘/NT
2018	Good	Marg.	NT
2019	Good	Marg.	⌃/NT
2020	Good	Marg.	⌃/NT
2021	Good	Marg.	⌃/NT
2022	Good	Marg.	⌃/NT
2023	Good	Marg.	⌃/NT

⏬ 🔽 ❗ 🔼 ⏫
WORSE — BETTER

✓ GOOD BET

Kia Cadenza

The Cadenza is a competent and credible large sedan with a luxurious and quiet interior, a roomy back seat, sound and secure handling, and a comfortable ride. The 3.3-liter V6 engine and standard six-speed automatic combine to make a slick powertrain that delivers a decent 22 mpg overall. Controls are refreshingly easy to use. The 2017 redesign was based on the Kia Optima. It remained roomy and quiet, with easy-to-use controls. The ride is pleasant enough, though not particularly plush. Handling is secure, but the Cadenza is better suited to long-distance cruising than tackling a twisty road. The 290-hp, 3.3-liter V6 got the benefit of a new, smooth-shifting eight-speed automatic. This combination returned 24 mpg overall in our tests. 2020 was the Cadenza's final year.

REDESIGN/FRESHENING:
2014, 2017

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW, AEB, BSW, and RCTW standard.

DRIVE WHEELS:
Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	*	*	*	*	*	*	*			
Engine, Major	*	*	*	*	*	*	*			
Engine Minor	*	*	*	*	*	*	*			
Engine Cooling	*	*	*	*	*	*	*			
Trans. Major	*	*	*	*	*	*	*			
Trans. Minor	*	*	*	*	*	*	*			
Electric Motor										
EV Battery										
EV Charging										
Drive System	*	*	*	*	*	*	*			
Fuel System	*	*	*	*	*	*	*			
Electrical	*	*	*	*	*	*	*			
Climate Syst.	*	*	*	*	*	*	*			
Suspension	*	*	*	*	*	*	*			
Brakes	*	*	*	*	*	*	*			
Exhaust	*	*	*	*	*	*	*			
Paint/Trim	*	*	*	*	*	*	*			
Noises & Leaks	*	*	*	*	*	*	*			
Body Hardware	*	*	*	*	*	*	*			
Power Equip.	*	*	*	*	*	*	*			
In-Car Electr.	*	*	*	*	*	*	*			

PRICES

2014	$7,100 - $7,300
2015	$9,100 - $10,200
2016	$10,300 - $12,300
2017	$14,400 - $16,600
2018	$18,200 - $19,500
2019	$20,800 - $23,400
2020	$24,700 - $25,100
2021	-
2022	-
2023	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	NT	NT
2015	Good	NT	NT
2016	Good	NT	NT
2017	Good	Good	NT
2018	Good	Good	NT
2019	Good	Good	NT
2020	Good	Good	NT
2021	-	-	-
2022	-	-	-
2023	-	-	-

Kia Forte

The original compact Forte got good gas mileage for its time at 28 mpg overall from the 156-hp 2.0-liter engine; a 2.4-liter four-cylinder was optional. Fuel economy improvements were made for 2015 models, and changes for 2016 included an optional backup camera, along with standard keyless entry and heated mirrors. The 2019 redesign didn't do much to improve the car. It suffers from an overly stiff ride and a loud cabin. The 147-hp, 2.0-liter four-cylinder pulls adequately and its 34 mpg overall is excellent. Handling is responsive, thanks to the Forte's willingness to tackle corners. The drab interior is Spartan but it's nice to have automatic climate control at the Forte's price. The seats are rather uncomfortable in the midtrim LXS. The infotainment system is simple and easy to use. A sportier GT model, offering a turbocharged engine, arrived for 2020.

REDESIGN/FRESHENING:
2014, 2019

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2019.

DRIVE WHEELS:
Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	*	*	❗	🔽	*	🔽	*	*	*	*
Engine, Major	*	*	⏫	⏬	*	⏫	*	*	*	*
Engine Minor	*	*	⏫	❗	*	⏫	*	*	*	*
Engine Cooling	*	*	⏫	⏫	*	⏫	*	*	*	*
Trans. Major	*	*	⏫	⏫	*	⏬	*	*	*	*
Trans. Minor	*	*	⏫	⏬	*	⏫	*	*	*	*
Electric Motor										
EV Battery										
EV Charging										
Drive System	*	*	⏫	⏫	*	⏫	*	*	*	*
Fuel System	*	*	❗	⏫	*	⏫	*	*	*	*
Electrical	*	*	⏫	⏬	*	⏫	*	*	*	*
Climate Syst.	*	*	⏬	🔽	*	🔽	*	*	*	*
Suspension	*	*	⏬	🔼	*	⏫	*	*	*	*
Brakes	*	*	🔼	⏬	*	⏫	*	*	*	*
Exhaust	*	*	⏫	⏫	*	⏫	*	*	*	*
Paint/Trim	*	*	❗	⏬	*	⏬	*	*	*	*
Noises & Leaks	*	*	🔼	⏬	*	⏫	*	*	*	*
Body Hardware	*	*	⏫	🔽	*	⏫	*	*	*	*
Power Equip.	*	*	🔽	⏬	*	⏬	*	*	*	*
In-Car Electr.	*	*	⏫	🔼	*	⏫	*	*	*	*

PRICES

2014	$6,300 - $8,500
2015	$6,800 - $9,400
2016	$8,000 - $10,800
2017	$9,800 - $12,000
2018	$10,800 - $14,700
2019	$13,400 - $16,000
2020	$15,500 - $18,700
2021	$16,800 - $21,300
2022	$18,500 - $22,900
2023	$19,800 - $24,400

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	Poor	❗/⏫
2015	Good	Marg.	🔼/⏫
2016	Good	Marg.	🔼/⏫
2017	Good	Good	🔼/⏫
2018	Good	Good	🔼/⏫
2019	Good	Good	🔼/⏫
2020	Good	Good	🔼/⏫
2021	Good	Good	🔼/⏫
2022	Good	Good	🔼/⏫
2023	Good	Good	🔼/⏫

Kia Niro

Kia's five-passenger Niro, which arrived for the 2017 model year, marries good fuel economy with cargo versatility. This front-wheel-drive hybrid uses a 1.6-liter four-cylinder engine which, in conjunction with the electric drive unit, puts out a combined 139 hp. This combo is mated to a six-speed dual-clutch transmission. We got 43 mpg overall, which is good but not as thrifty as the Hyundai Ioniq or Toyota Prius. The handling lacks agility and the ride is a bit choppy. Make sure to get one with the optional power driver's seat, which provides better support than the standard version. A suite of active safety features was available. A plug-in hybrid and full electric version were also offered. Updates for the 2020 model included a standard 8-inch touchscreen. The 2023 redesign brought sharper handling, shorter stopping distances, and a 2-mpg improvement, to 45 mpg overall. As before, its interior size and functionality rival that of a small SUV, with the caveat that it isn't available with all-wheel drive.

REDESIGN/FRESHENING:
2017, 2023

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard.

DRIVE WHEELS:
Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability				↓	!	⇊	*	*	*	↑
Engine, Major				!	↓	⇊	*	*	*	⇈
Engine Minor				⇈	⇈	⇈	*	*	*	⇈
Engine Cooling				⇈	⇈	⇈	*	*	*	⇈
Trans. Major				⇈	⇈	!	*	*	*	⇈
Trans. Minor				⇈	⇈	!	*	*	*	⇈
Electric Motor				⇈	⇈	⇈	*	*	*	⇈
EV Battery				↓	↑	!	*	*	*	⇈
EV Charging										
Drive System				⇈	⇈	⇈	*	*	*	⇈
Fuel System				⇊	⇈	⇈	*	*	*	⇈
Electrical				⇈	!	!	*	*	*	⇈
Climate Syst.				↑	↑	!	*	*	*	⇊
Suspension				⇈	↑	⇈	*	*	*	⇈
Brakes				↑	⇈	!	*	*	*	⇈
Exhaust				⇈	⇈	!	*	*	*	⇈
Paint/Trim				⇈	⇊	⇊	*	*	*	⇈
Noises & Leaks				!	⇈	!	*	*	*	⇈
Body Hardware				⇊	⇊	!	*	*	*	⇈
Power Equip.				⇊	⇈	⇊	*	*	*	⇈
In-Car Electr.				↑	⇈	⇈	*	*	*	!

PRICES

2014	-
2015	-
2016	-
2017	$11,000 - $15,100
2018	$13,000 - $18,500
2019	$15,100 - $21,500
2020	$17,500 - $22,800
2021	$20,300 - $25,000
2022	$22,200 - $26,900
2023	$24,900 - $34,300

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	Good	Good	NT
2018	Good	Good	NT
2019	Good	Good	↑/⇈
2020	Good	Good	↑/⇈
2021	Good	Good	↑/⇈
2022	Good	Good	↑/⇈
2023	NT	NT	NT

Kia Optima, K5

The midsized Optima got a major redesign for 2011 that gave it nimble handling, but at the expense of a rather stiff ride. The up-level turbo four-cylinder returned a respectable 24 mpg overall in our tests. A 2.4-liter four-cylinder and an unrefined hybrid were also offered. The coupe-like styling detracts from rear visibility and rear-seat access. The redesigned 2016 version drove nicely, with a firm yet absorbent ride and responsive, secure handling. The 2.4-liter four-cylinder is pleasant, and got 28 mpg overall in our tests. Low positioned dash vents are our only gripe. A hybrid was also available. Active safety systems became standard in 2019. In 2021, the Optima was replaced by the K5 that shared a platform with the Hyundai Sonata. It comes with a standard 1.6-liter turbo engine that delivers ample power and a commendable 32 mpg overall. The ride is more comfortable than the Sonata's, and handling is secure. The roomy cabin has a traditional layout, with a conventional gear selector.

REDESIGN/FRESHENING:
2011, 2016, 2021

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW, AEB, BSW, and RCTW standard from 2019.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	*	↓	↓	↓	↓	!	↑	*	!	⇈
Engine, Major	*	⇊	⇊	⇊	⇊	⇈	⇈	*	⇈	⇈
Engine Minor	*	⇈	⇊	⇊	⇈	↑	⇈	*	⇈	⇈
Engine Cooling	*	⇈	↑	⇈	⇈	⇈	⇈	*	⇈	⇈
Trans. Major	*	⇈	⇈	⇈	⇈	↑	⇈	*	⇈	⇈
Trans. Minor	*	⇈	⇈	⇈	!	⇈	⇈	*	⇊	⇈
Electric Motor										
EV Battery										
EV Charging										
Drive System	*	⇈	↓	⇈	⇊	!	⇈	*	⇈	⇈
Fuel System	*	↓	⇈	↓	⇊	↓	⇈	*	⇈	⇈
Electrical	*	⇊	↓	⇊	⇊	⇈	⇈	*	⇈	⇈
Climate Syst.	*	⇈	!	⇈	↑	↓	⇈	*	⇈	⇈
Suspension	*	⇈	⇈	↓	⇊	!	⇈	*	⇈	⇈
Brakes	*	↑	↑	⇈	⇈	↓	↓	*	⇊	⇈
Exhaust	*	↓	⇈	⇈	⇈	⇈	⇈	*	⇈	⇈
Paint/Trim	*	⇊	↓	⇊	⇈	⇈	⇈	*	⇈	⇈
Noises & Leaks	*	⇊	↑	!	↑	↓	⇈	*	⇈	↓
Body Hardware	*	⇊	!	↑	!	⇈	⇈	*	⇈	⇈
Power Equip.	*	⇊	↓	⇈	↑	!	⇊	*	⇊	⇈
In-Car Electr.	*	⇊	⇈	↑	!	⇈	⇈	*	↑	↑

PRICES

2014	$7,400 - $9,000
2015	$8,700 - $10,300
2016	$10,000 - $12,700
2017	$11,100 - $14,100
2018	$12,500 - $16,700
2019	$15,200 - $19,400
2020	$17,600 - $23,000
2021	$20,700 - $27,600
2022	$22,500 - $29,700
2023	$23,900 - $31,400

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	Accept.	⇈/⇈
2015	Good	Accept.	⇈/⇈
2016	Good	Good	⇈/⇈
2017	Good	Good	⇈/⇈
2018	Good	Good	⇈/⇈
2019	Good	Good	⇈/⇈
2020	Good	Good	⇈/⇈
2021	Good	Good	↑/⇈
2022	Good	Good	↑/⇈
2023	Good	Good	↑/⇈

Kia Rio

This cousin to the Hyundai Accent was improved with the 2012 redesign, which brought more power, improved fuel efficiency, and refined handling. The 2018 redesign gave the car more front and rear passenger space. It's a loud car, with a stiff ride and leisurely acceleration from its 1.6-liter engine. We got 33 mpg overall in our tests, but many larger cars also achieve that mileage. Passengers feel every bump, and the car moves in choppy motions over uneven roads, but handling is safe and competent. The interior is basic, the front seats are short on support, and the rear seat is tight, but the easy-to-use controls are a high point. The manual transmission was dropped for 2019. Changes for 2020 included a new 1.6-liter four-cylinder engine, which was matched with a CVT. But to get active safety features buyers must opt for the higher S trim, which is close to the price of a larger, better compact car.

REDESIGN/FRESHENING:
2012, 2018

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard.

DRIVE WHEELS:
Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	*	*	*	*	*	*	*	*	*	*
Engine, Major	*	*	*	*	*	*	*	*	*	*
Engine Minor	*	*	*	*	*	*	*	*	*	*
Engine Cooling	*	*	*	*	*	*	*	*	*	*
Trans. Major	*	*	*	*	*	*	*	*	*	*
Trans. Minor	*	*	*	*	*	*	*	*	*	*
Electric Motor										
EV Battery										
EV Charging										
Drive System	*	*	*	*	*	*	*	*	*	*
Fuel System	*	*	*	*	*	*	*	*	*	*
Electrical	*	*	*	*	*	*	*	*	*	*
Climate Syst.	*	*	*	*	*	*	*	*	*	*
Suspension	*	*	*	*	*	*	*	*	*	*
Brakes	*	*	*	*	*	*	*	*	*	*
Exhaust	*	*	*	*	*	*	*	*	*	*
Paint/Trim	*	*	*	*	*	*	*	*	*	*
Noises & Leaks	*	*	*	*	*	*	*	*	*	*
Body Hardware	*	*	*	*	*	*	*	*	*	*
Power Equip.	*	*	*	*	*	*	*	*	*	*
In-Car Electr.	*	*	*	*	*	*	*	*	*	*

PRICES

2014	$6,400 - $7,400
2015	$7,100 - $8,400
2016	$7,900 - $9,500
2017	$9,100 - $10,400
2018	$10,000 - $12,000
2019	$12,300 - $13,500
2020	$14,100 - $15,200
2021	$16,300 - $17,100
2022	$17,600 - $18,100
2023	$18,700 - $19,800

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	Marg.	🔼/⏫
2015	Good	Marg.	🔼/⏫
2016	Good	Marg.	🔼/⏫
2017	Good	Marg.	🔼/⏫
2018	Good	Good	NT
2019	Good	Good	NT
2020	Good	Good	NT
2021	Good	Good	NT
2022	Good	Good	NT
2023	Good	Good	NT

Kia Sedona, Carnival

The Sedona came with a powerful 3.8-liter V6, but fuel economy and handling were so-so. A significantly updated Sedona arrived in 2015, with a refined 3.3-liter V6 that returned 20 mpg overall, room for seven or eight passengers, and an inviting, upscale interior. Its handling is rather ungainly, though ultimately secure. The very comfortable second-row seats neither fold flat nor are removable, cutting into cargo capacity. What's more, our Sedona suffered from a cacophony of squeaks and rattles. The EX is the best overall value. A 2019 refresh brought an upgrade to an eight-speed automatic. For 2022 the Sedona was replaced by the new Carnival. It has a punchy 290-hp V6 with lots of power in reserve, mated to a smooth-shifting eight-speed automatic. Its 21 mpg overall is similar to other V6 competitors. The ride is comfortable, and handling is secure but not agile. Controls are easy to use.

REDESIGN/FRESHENING:
2015, 2022

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW, AEB, BSW, and RCTW standard from 2022.

DRIVE WHEELS:
Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	*	*	❗	*	*	*	*	*	*	*
Engine, Major	*	*	🔼	*	*	*	*	*	*	*
Engine Minor	*	*	⏫	*	*	*	*	*	*	*
Engine Cooling	*	*	⏫	*	*	*	*	*	*	*
Trans. Major	*	*	⏫	*	*	*	*	*	*	*
Trans. Minor	*	*	⏫	*	*	*	*	*	*	*
Electric Motor										
EV Battery										
EV Charging										
Drive System	*	*	🔽	*	*	*	*	*	*	*
Fuel System	*	*	⏫	*	*	*	*	*	*	*
Electrical	*	*	❗	*	*	*	*	*	*	*
Climate Syst.	*	*	⏫	*	*	*	*	*	*	*
Suspension	*	*	❗	*	*	*	*	*	*	*
Brakes	*	*	⏫	*	*	*	*	*	*	*
Exhaust	*	*	⏫	*	*	*	*	*	*	*
Paint/Trim	*	*	⏬	*	*	*	*	*	*	*
Noises & Leaks	*	*	⏬	*	*	*	*	*	*	*
Body Hardware	*	*	⏬	*	*	*	*	*	*	*
Power Equip.	*	*	❗	*	*	*	*	*	*	*
In-Car Electr.	*	*	⏫	*	*	*	*	*	*	*

PRICES

2014	$7,000 - $7,500
2015	$7,900 - $10,700
2016	$9,100 - $13,500
2017	$11,800 - $16,900
2018	$15,400 - $20,700
2019	$17,000 - $23,300
2020	$18,900 - $24,000
2021	$23,700 - $27,600
2022	$30,800 - $44,300
2023	$32,500 - $47,800

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	NT	⏫/⏫
2015	Good	Good	⏫/⏫
2016	Good	Good	⏫/⏫
2017	Good	Good	⏫/⏫
2018	Good	Good	⏫/⏫
2019	Good	Good	⏫/⏫
2020	Good	Good	⏫/⏫
2021	Good	Good	⏫/⏫
2022	Good	Good	NT
2023	Good	Good	NT

Kia Seltos

An all-new model for 2021, the Kia Seltos slots below the Sportage, and offers versatility at an affordable price. It has a roomy interior for its small footprint, easy access, clear visibility, and good fuel economy at 28 mpg overall. The standard 2.0-liter four-cylinder engine, paired with a continuously variable transmission, provides unobtrusive acceleration. The up-level 1.6-liter turbocharged four-cylinder provides 195 hp but suffers from nonlinear acceleration. Front-wheel drive is standard, and all-wheel drive is optional. The stiff ride and loud cabin are two significant drawbacks. Handling is responsive and secure. Controls are easy to use, and the rear seat is roomy for the class. The base LX didn't come with key active safety features, such as FCW and AEB with pedestrian detection. These features, and others, came on higher trims.

REDESIGN/FRESHENING:
2021

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2022.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability								↓	*	○
Engine, Major								⇊	*	⇈
Engine Minor								⇈	*	⇈
Engine Cooling								⇈	*	⇈
Trans. Major								○	*	○
Trans. Minor								⇈	*	⇈
Electric Motor										
EV Battery										
EV Charging										
Drive System								⇈	*	⇈
Fuel System								⇈	*	⇈
Electrical								○	*	⇈
Climate Syst.								↓	*	⇈
Suspension								⇈	*	⇈
Brakes								⇈	*	○
Exhaust								⇈	*	⇈
Paint/Trim								○	*	⇈
Noises & Leaks								⇈	*	⇈
Body Hardware								⇈	*	⇈
Power Equip.								⇈	*	⇈
In-Car Electr.								⇈	*	⇈

PRICES

2014	-
2015	-
2016	-
2017	-
2018	-
2019	-
2020	-
2021	$19,300 - $23,100
2022	$20,300 - $25,400
2023	$22,900 - $28,500

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	-	-	-
2018	-	-	-
2019	-	-	-
2020	-	-	-
2021	Good	Good	↑/⇈
2022	Good	Good	↑/⇈
2023	Good	Good	↑/⇈

Kia Sorento

The 2011-era Sorento has responsive handling, more comfortable seats, and lots of features for the money. Both the four-and six-cylinder engines returned 20 mpg overall in our tests. A third-row seat was optional. Overall this generation is a solid choice. We would focus on the 2016 and later SUV, especially with the smooth and quiet 3.3-liter V6 that is paired with a six-speed automatic. The cabin is quiet, the ride is comfortable and composed, and handling is responsive and secure. We like the supportive seats and simple controls. The 2021 redesign brought new engines, an available hybrid, and standard three-row seating. The base four-cylinder engine is slow and loud. The turbo four-cylinder has strong acceleration and good fuel economy, but its dual-clutch automatic causes some low-speed vibrations. The 1.6-liter turbo hybrid version is pleasantly powerful, beyond an initial delay off the line. Handling is responsive but the ride is rather stiff.

REDESIGN/FRESHENING:
2011, 2016, 2021

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2021.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	↓	↓	↓	↓	↓	○	↑	↓	↓	↑
Engine, Major	⇊	⇊	⇊	⇊	↓	⇈	↑	⇈	○	⇈
Engine Minor	↑	⇊	↑	↓	⇈	⇈	⇈	⇈	⇈	⇈
Engine Cooling	↑	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Trans. Major	↓	⇈	↑	○	⇈	⇈	⇈	⇊	○	⇈
Trans. Minor	↓	↑	○	⇈	⇈	↑	⇈	⇊	○	⇈
Electric Motor										
EV Battery										
EV Charging										
Drive System	⇈	⇊	⇊	○	⇈	↑	⇈	⇈	⇈	⇈
Fuel System	↑	↑	○	⇈	⇈	↑	⇈	⇊	⇊	⇈
Electrical	↓	⇊	↓	○	⇈	⇈	⇈	⇈	⇈	⇈
Climate Syst.	↓	⇊	⇈	○	↑	↓	↑	○	○	⇈
Suspension	○	↑	○	↑	○	○	↑	○	○	⇈
Brakes	⇈	⇊	○	⇊	⇊	○	↑	⇈	⇈	⇈
Exhaust	○	○	⇈	⇈	⇈	⇈	⇈	○	⇈	⇈
Paint/Trim	↓	⇊	○	↑	⇈	○	⇈	↑	⇈	↓
Noises & Leaks	⇈	↑	↑	↑	↑	↑	↑	⇈	⇈	⇈
Body Hardware	○	⇈	↑	○	○	○	⇈	↑	⇈	↓
Power Equip.	⇈	↑	⇊	○	⇊	↓	○	○	⇈	⇈
In-Car Electr.	↓	⇊	↑	↑	○	⇈	↑	↑	⇈	↓

PRICES

2014	$7,700 - $10,000
2015	$8,700 - $11,200
2016	$10,200 - $13,500
2017	$12,300 - $16,600
2018	$14,200 - $20,000
2019	$16,300 - $23,600
2020	$18,500 - $28,200
2021	$22,900 - $34,800
2022	$25,500 - $45,800
2023	$28,100 - $49,600

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	Poor	⇈/⇈
2015	Good	Poor	⇈/⇈
2016	Good	Good	⇈/⇈
2017	Good	Good	⇈/⇈
2018	Good	Good	⇈/⇈
2019	Good	Good	⇈/⇈
2020	Good	Good	⇈/⇈
2021	Good	Good	↑/⇈
2022	Good	Good	↑/⇈
2023	Good	Good	↑/⇈

Kia Soul

The tall Soul has very easy access, abundant headroom, and a surprisingly spacious rear seat. For 2014, the updated Soul became much quieter and more refined, but the ride remained stiff. The 2.0-liter engine brings average acceleration and 25 mpg overall. Handling is fairly nimble and secure. Controls are simple but interior fit and finish is basic. Big windows make for very good front and side visibility, but rear visibility is hurt by thick roof pillars. The redesigned 2020 Soul is based on a more substantial platform and gets a CVT that contributes to better fuel economy. Handling is quite nimble, but the ride remains stiff and engine noise is pronounced. Easy access, good visibility, and straightforward controls continue to be strengths. Active safety systems are available on most trims.

REDESIGN/FRESHENING:
2010, 2014, 2020

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2023.

DRIVE WHEELS:
Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	↓	!	!	↓	!	↓	↓	⇊	⇈	↑
Engine, Major	⇊	⇊	!	⇊	⇊	⇈	⇊	⇊	⇈	⇈
Engine Minor	⇊	↑	⇊	!	↑	⇊	↑	⇈	⇈	⇈
Engine Cooling	↑	⇈	⇈	!	⇈	⇈	⇈	⇈	⇈	⇈
Trans. Major	⇈	↑	!	⇈	⇈	⇊	↓	⇊	⇈	⇈
Trans. Minor	⇈	↑	⇈	↑	⇈	⇈	⇈	⇈	⇈	⇈
Electric Motor										
EV Battery										
EV Charging										
Drive System	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Fuel System	⇊	↑	↓	!	↑	↓	⇈	⇈	⇈	⇈
Electrical	⇊	!	↑	⇊	↑	!	⇊	⇊	⇈	⇈
Climate Syst.	↑	↑	⇈	↑	↑	↓	⇈	⇈	↓	⇈
Suspension	⇈	⇈	⇈	⇈	↑	!	!	⇈	⇈	⇈
Brakes	⇊	!	↑	↑	↓	⇈	!	⇈	⇈	⇈
Exhaust	⇊	⇊	⇊	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Paint/Trim	⇊	↓	⇊	↑	⇈	⇈	↑	⇈	⇈	⇈
Noises & Leaks	↓	!	⇈	⇈	↑	↓	⇈	!	⇈	⇈
Body Hardware	!	⇈	!	⇈	!	!	⇈	!	⇈	!
Power Equip.	⇊	⇈	⇈	↑	↓	↑	⇈	!	⇈	⇈
In-Car Electr.	↑	⇈	⇈	!	↑	⇈	↑	⇈	⇈	↑

PRICES

2014	$6,800 - $8,200
2015	$7,800 - $9,400
2016	$8,400 - $10,600
2017	$9,700 - $12,200
2018	$11,700 - $13,900
2019	$13,700 - $17,100
2020	$15,700 - $19,600
2021	$17,800 - $21,400
2022	$19,200 - $23,000
2023	$20,600 - $23,500

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	NT	⇈/⇈
2015	Good	Good	⇈/⇈
2016	Good	Good	⇈/⇈
2017	Good	Good	⇈/⇈
2018	Good	Good	⇈/⇈
2019	Good	Good	⇈/⇈
2020	Good	Good	↑/⇈
2021	Good	Good	↑/⇈
2022	Good	Good	↑/⇈
2023	Good	Good	↑/⇈

Kia Sportage ✓

The Sportage has nimble handling and an efficient—if slow—powertrain that got 22 mpg overall, while the stronger turbo four-cylinder got 21 mpg overall. A stiff ride and pronounced road noise detract from the driving experience, and the styling compromises cargo space and hurts the rear view out. Cabin appointments are basic, but fit together well. A redesign arrived for 2017 with a pleasant four-cylinder and smooth six-speed automatic. The ride was a touch firm, and handling was responsive. We found the rear seat roomy and the controls easy to use. The freshened 2020 model brought standard active safety features. The redesigned 2023 Sportage is much roomier. The base four-cylinder remains lackluster, while the hybrid is quicker, quieter, and gets an excellent 36 mpg overall. Handling is responsive and the ride is firm yet absorbent. Most controls are easy to use, but the split-use climate/audio touchscreen panel requires toggling back and forth between the systems.

REDESIGN/FRESHENING:
2011, 2017, 2023

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2023.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	*	*	*	↓	↓	!	↑	↑	⇈	!
Engine, Major	*	*	*	⇊	⇊	!	⇈	↑	⇈	⇈
Engine Minor	*	*	*	↓	↑	⇈	⇈	⇈	⇈	⇈
Engine Cooling	*	*	*	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Trans. Major	*	*	*	!	⇈	⇈	⇈	⇈	⇈	⇈
Trans. Minor	*	*	*	↑	↑	⇈	⇈	⇈	!	⇈
Electric Motor										
EV Battery										
EV Charging										
Drive System	*	*	*	!	⇈	⇈	⇈	⇈	⇈	⇈
Fuel System	*	*	*	⇊	↓	!	⇈	⇈	⇈	⇈
Electrical	*	*	*	!	↑	⇈	⇈	⇈	⇈	↑
Climate Syst.	*	*	*	⇊	↑	!	!	⇈	⇈	⇈
Suspension	*	*	*	⇈	⇈	⇈	⇈	!	⇈	⇈
Brakes	*	*	*	↑	↓	⇈	!	⇈	⇈	⇈
Exhaust	*	*	*	↑	↑	⇈	⇈	⇈	⇈	⇈
Paint/Trim	*	*	*	⇈	⇊	!	⇈	⇈	⇈	⇈
Noises & Leaks	*	*	*	⇊	↑	!	⇈	⇈	⇈	⇈
Body Hardware	*	*	*	↓	⇊	!	⇊	⇈	⇈	⇈
Power Equip.	*	*	*	⇊	⇊	⇊	!	⇈	⇈	!
In-Car Electr.	*	*	*	↑	⇈	⇊	↑	⇈	⇈	↑

PRICES

2014	$7,800 - $10,000
2015	$8,600 - $11,100
2016	$9,900 - $12,700
2017	$12,000 - $15,200
2018	$13,700 - $17,900
2019	$16,100 - $20,800
2020	$17,400 - $23,600
2021	$19,100 - $25,700
2022	$20,900 - $28,300
2023	$24,500 - $43,600

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	Poor	⇈/⇈
2015	Good	Poor	⇈/⇈
2016	Good	Poor	⇈/⇈
2017	Good	Good	↑/⇈
2018	Good	Good	↑/⇈
2019	Good	Good	↑/⇈
2020	Good	Good	↑/⇈
2021	Good	Good	↑/⇈
2022	Good	Good	↑/⇈
2023	Good	Good	⇈/⇈

Kia Stinger

Kia, a car brand better known for practical transportation and value, branched into sports-sedan territory with the Stinger, a low-slung four-door for the 2018 model year. The Stinger is a rear-wheel-drive car (all-wheel drive is available), and it has nimble handling that can be playful on a twisty back road. On the downside, the ride is stiff and a little unsettled. Two engines were offered: a punchy 3.3-liter turbo V6 and a 2.5-liter turbo four-cylinder that replaced the previous 2.0-liter turbo-four in 2022. The car sits low which, combined with the coupe-like styling, makes getting in and out difficult, limits rear headroom, and severely hurts visibility. Most of the controls are fairly easy to use, but drivers may find it to be a long reach to the infotainment touchscreen. Kia downsized choices to just the GT-Line with the turbo-four and the GT2 for the turbo-six for 2023, which was also, sadly, the Stinger's final year of production.

REDESIGN/FRESHENING:
2018

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. BSW standard from 2019.

DRIVE WHEELS:
AWD; Rear

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability					*	*	*	*	*	*
Engine, Major					*	*	*	*	*	*
Engine Minor					*	*	*	*	*	*
Engine Cooling					*	*	*	*	*	*
Trans. Major					*	*	*	*	*	*
Trans. Minor					*	*	*	*	*	*
Electric Motor										
EV Battery										
EV Charging										
Drive System					*	*	*	*	*	*
Fuel System					*	*	*	*	*	*
Electrical					*	*	*	*	*	*
Climate Syst.					*	*	*	*	*	*
Suspension					*	*	*	*	*	*
Brakes					*	*	*	*	*	*
Exhaust					*	*	*	*	*	*
Paint/Trim					*	*	*	*	*	*
Noises & Leaks					*	*	*	*	*	*
Body Hardware					*	*	*	*	*	*
Power Equip.					*	*	*	*	*	*
In-Car Electr.					*	*	*	*	*	*

PRICES

2014	-
2015	-
2016	-
2017	-
2018	$16,200 - $26,500
2019	$17,800 - $29,400
2020	$22,300 - $32,600
2021	$23,900 - $35,200
2022	$26,000 - $39,300
2023	$29,100 - $43,800

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	-	-	-
2018	Good	Good	NT
2019	Good	Good	NT
2020	Good	Good	↑/⇈
2021	Good	Good	↑/⇈
2022	Good	Good	↑/⇈
2023	Good	Good	↑/⇈

Kia Telluride

The midsized three-row Telluride offers seating for up to eight people and is one of the best in the category, competing against the Chevrolet Traverse, Honda Pilot, and Subaru Ascent. The Telluride has a slick 291-hp V6 paired with a smooth-shifting eight-speed automatic transmission. Front-wheel drive is standard, and all-wheel drive is available. Towing capacity is 5,000 pounds. It rides comfortably, and the cabin is quiet. The interior is roomy and comes with several well-thought-out details, such as one-touch fold/slide second-row seats. There's a pleasing mix of soft-touch surfaces and nicely styled trim pieces throughout the cabin. We appreciate Kia's straightforward controls and the user-friendly infotainment system that responds quickly to inputs, but the large touchscreen can be a reach for drivers who sit farther back from the steering wheel.

REDESIGN/FRESHENING:
2020

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW, AEB, BSW, and RCTW standard.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability							↓	●	●	●
Engine, Major							●	⇈	⇈	⇈
Engine Minor							⇈	⇈	⇈	⇈
Engine Cooling							⇈	⇈	⇈	⇈
Trans. Major							●	⇈	⇈	⇈
Trans. Minor							⇈	⇈	⇈	⇈
Electric Motor										
EV Battery										
EV Charging										
Drive System							↑	⇈	⇈	⇈
Fuel System							⇈	⇈	⇈	⇈
Electrical							⇈	⇈	⇈	⇈
Climate Syst.							⇊	⇈	⇈	↑
Suspension							⇊	●	⇈	⇈
Brakes							⇈	⇈	⇈	⇈
Exhaust							⇈	⇈	⇈	⇈
Paint/Trim							⇊	●	●	↑
Noises & Leaks							●	↑	⇊	●
Body Hardware							⇊	↑	●	↑
Power Equip.							↓	↑	↑	●
In-Car Electr.							●	⇈	●	↑

PRICES

2014	-
2015	-
2016	-
2017	-
2018	-
2019	-
2020	$25,800 - $34,600
2021	$29,600 - $39,800
2022	$32,600 - $44,900
2023	$36,700 - $54,400

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	-	-	-
2018	-	-	-
2019	-	-	-
2020	Good	Good	↑/⇈
2021	Good	Good	↑/⇈
2022	Good	Good	↑/⇈
2023	Good	Good	↑/⇈

Land Rover Defender

The Defender evokes the original SUV in a modern form. It comes with a choice of four- or six-cylinder turbo engines, two- or four-door body styles, and seating configurations from five to seven passengers. A comprehensive list of off-road-ready features includes various terrain programs. Acceleration is plentiful with the turbo-six and the eight-speed automatic is responsive. Our biggest gripe is with the engine's stop/start system; it's a bit slow to restart when trying to get going after a stop, leaving the driver in limbo for a brief moment when the gas pedal has been pressed. The ride is steady but rather firm. Handling is a bit ponderous. The seats are very comfortable, and the elevated, upright driving position gives a commanding view of the road ahead. The cabin is tastefully executed with leather, character-appropriate cloth, exposed fasteners, and painted accents to match the exterior color. The infotainment system is rather slow and distracting to use.

REDESIGN/FRESHENING:	SAFETY EQUIPMENT:	DRIVE WHEELS:
2020	ABS, ESC, side, and head protection air bags standard. FCW, AEB, and BSW standard from 2020.	AWD

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	**'20**	'21	'22	'23
Overall Reliability							*	*	*	*
Engine, Major							*	*	*	*
Engine Minor							*	*	*	*
Engine Cooling							*	*	*	*
Trans. Major							*	*	*	*
Trans. Minor							*	*	*	*
Electric Motor										
EV Battery										
EV Charging										
Drive System							*	*	*	*
Fuel System							*	*	*	*
Electrical							*	*	*	*
Climate Syst.							*	*	*	*
Suspension							*	*	*	*
Brakes							*	*	*	*
Exhaust							*	*	*	*
Paint/Trim							*	*	*	*
Noises & Leaks							*	*	*	*
Body Hardware							*	*	*	*
Power Equip.							*	*	*	*
In-Car Electr.							*	*	*	*

PRICES

2014	-
2015	-
2016	-
2017	-
2018	-
2019	-
2020	$40,100 - $65,625
2021	$41,750 - $73,850
2022	46,625 - $107,775
2023	$52,375 - $116,175

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	-	-	-
2018	-	-	-
2019	-	-	-
2020	NT	NT	NT
2021	NT	NT	NT
2022	NT	NT	NT
2023	NT	NT	NT

Land Rover Discovery

The LR4 has a large, powerful V8 engine and a roomy passenger compartment that is quiet, comfortable, and luxurious. Cargo capacity is admirable. Ride quality is supple, handling is secure, and its off-road capabilities are prodigious. In 2014 the V8 was replaced with a 3.0-liter supercharged V6. The Discovery arrived for 2017, blending on-road civility with off-road and towing prowess. In our tests the powerful V6 and eight-speed automatic returned 17 mpg overall. A turbodiesel V6 was also available. The second row is roomy, but too low for optimal comfort, and it's hard to get into the tight third-row seat. The big SUV lumbers in corners, even with the optional air suspension. Controls can be confusing, but the front seats are very comfortable and the quiet cabin is nicely furnished. New for 2021 was a 2.0-liter turbo four-cylinder as the standard engine. Also, a 3.0-liter turbocharged six-cylinder replaced the supercharged V6.

REDESIGN/FRESHENING:	SAFETY EQUIPMENT:	DRIVE WHEELS:
2017	ABS, ESC, side and head protection air bags std. FCW and AEB std. from 2019; BSW from 2020; RCTW from 2021.	4WD

RELIABILITY HISTORY

	'14	'15	'16	**'17**	'18	'19	'20	'21	'22	'23
Overall Reliability				*	*	*	*	*	*	*
Engine, Major				*	*	*	*	*	*	*
Engine Minor				*	*	*	*	*	*	*
Engine Cooling				*	*	*	*	*	*	*
Trans. Major				*	*	*	*	*	*	*
Trans. Minor				*	*	*	*	*	*	*
Electric Motor										
EV Battery										
EV Charging										
Drive System				*	*	*	*	*	*	*
Fuel System				*	*	*	*	*	*	*
Electrical				*	*	*	*	*	*	*
Climate Syst.				*	*	*	*	*	*	*
Suspension				*	*	*	*	*	*	*
Brakes				*	*	*	*	*	*	*
Exhaust				*	*	*	*	*	*	*
Paint/Trim				*	*	*	*	*	*	*
Noises & Leaks				*	*	*	*	*	*	*
Body Hardware				*	*	*	*	*	*	*
Power Equip.				*	*	*	*	*	*	*
In-Car Electr.				*	*	*	*	*	*	*

PRICES

2014	-
2015	-
2016	-
2017	$17,900 - $21,300
2018	$19,500 - $25,900
2019	$21,200 - $32,300
2020	$24,500 - $40,600
2021	$41,000 - $48,800
2022	$46,600 - $56,900
2023	$54,000 - $71,500

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	NT	NT	NT
2018	NT	NT	NT
2019	NT	NT	NT
2020	NT	NT	NT
2021	NT	NT	NT
2022	NT	NT	NT
2023	NT	NT	NT

Land Rover Discovery Sport

In 2015 the Discovery Sport arrived replacing the compact LR2. It's roomy and has seating for five, though some models may have the tiny, optional third-row. Power delivery from the turbo four-cylinder is either too little or too much, and the transmission is neither smooth nor responsive. The SUV proved capable off-road, commendably ascending our rock hill even without low-range gearing. But the on-road ride is stiff, and handling is far from nimble. A freshening for 2020 spiffed up the previously austere cabin. The infotainment system looks glossy and high-tech, but it's unintuitive and slow to respond. The rotary gear selector was also swapped for a more traditional-looking lever. FCW, AEB with pedestrian detection, lane departure warning, and lane keeping assistance also became standard. The 2023 model got BSW and RCTW as standard.

REDESIGN/FRESHENING:	**SAFETY EQUIPMENT:**	**DRIVE WHEELS:**
2015	ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2020.	AWD

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability		*	*	*	*	*	*	*	*	*
Engine, Major		*	*	*	*	*	*	*	*	*
Engine Minor		*	*	*	*	*	*	*	*	*
Engine Cooling		*	*	*	*	*	*	*	*	*
Trans. Major		*	*	*	*	*	*	*	*	*
Trans. Minor		*	*	*	*	*	*	*	*	*
Electric Motor										
EV Battery										
EV Charging										
Drive System		*	*	*	*	*	*	*	*	*
Fuel System		*	*	*	*	*	*	*	*	*
Electrical		*	*	*	*	*	*	*	*	*
Climate Syst.		*	*	*	*	*	*	*	*	*
Suspension		*	*	*	*	*	*	*	*	*
Brakes		*	*	*	*	*	*	*	*	*
Exhaust		*	*	*	*	*	*	*	*	*
Paint/Trim		*	*	*	*	*	*	*	*	*
Noises & Leaks		*	*	*	*	*	*	*	*	*
Body Hardware		*	*	*	*	*	*	*	*	*
Power Equip.		*	*	*	*	*	*	*	*	*
In-Car Electr.		*	*	*	*	*	*	*	*	*

PRICES

2014	-
2015	$7,800 - $9,700
2016	$10,000 - $11,800
2017	$11,800 - $16,000
2018	$14,500 - $19,200
2019	$17,300 - $23,700
2020	$21,900 - $30,200
2021	$26,900 - $33,200
2022	$31,900 - $38,400
2023	$36,300 - $42,800

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	-	-	-
2015	NT	NT	NT
2016	NT	NT	NT
2017	NT	NT	NT
2018	NT	NT	NT
2019	NT	NT	NT
2020	NT	NT	NT
2021	NT	NT	NT
2022	NT	NT	NT
2023	NT	NT	NT

Land Rover Range Rover

The luxurious Range Rover was redesigned for 2013, getting an eight-speed automatic and powerful supercharged V6 and V8 engines. We averaged 17 mpg overall with the V6, which was better than most of the class. Handling is responsive and secure, but not sporty. However, ride quality is unsurpassed, as the suspension swallows up nearly every bump. Terrain-coping mechanisms and adjustable ride height give it standout off-road abilities. Interior furnishings and seats are first-rate, but the dual touchscreen infotainment system responds slowly to inputs. 2018 brought an updated infotainment system, while 2019 brought a plug-in hybrid. A mild-hybrid inline-six, producing 355- to 395 hp, arrived for 2020. The 2022 model got sleeker styling and a plug-in hybrid with a 51-mile electric range. The Range Rover is a dream to drive, but the controls and infotainment system are complicated and distracting.

REDESIGN/FRESHENING:	**SAFETY EQUIPMENT:**	**DRIVE WHEELS:**
2013, 2022	ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2019. BSW standard from 2020.	4WD

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	*	*	*	*	*	*	*	*	*	*
Engine, Major	*	*	*	*	*	*	*	*	*	*
Engine Minor	*	*	*	*	*	*	*	*	*	*
Engine Cooling	*	*	*	*	*	*	*	*	*	*
Trans. Major	*	*	*	*	*	*	*	*	*	*
Trans. Minor	*	*	*	*	*	*	*	*	*	*
Electric Motor										
EV Battery										
EV Charging										
Drive System	*	*	*	*	*	*	*	*	*	*
Fuel System	*	*	*	*	*	*	*	*	*	*
Electrical	*	*	*	*	*	*	*	*	*	*
Climate Syst.	*	*	*	*	*	*	*	*	*	*
Suspension	*	*	*	*	*	*	*	*	*	*
Brakes	*	*	*	*	*	*	*	*	*	*
Exhaust	*	*	*	*	*	*	*	*	*	*
Paint/Trim	*	*	*	*	*	*	*	*	*	*
Noises & Leaks	*	*	*	*	*	*	*	*	*	*
Body Hardware	*	*	*	*	*	*	*	*	*	*
Power Equip.	*	*	*	*	*	*	*	*	*	*
In-Car Electr.	*	*	*	*	*	*	*	*	*	*

PRICES

2014	$17,500 - $44,800
2015	$19,100 - $49,400
2016	$21,600 - $61,700
2017	$24,100 - $81,500
2018	$33,500 - $111,500
2019	$41,700 - $128,400
2020	$48,300 - $141,100
2021	$57,200 - $150,200
2022	$72,900 - $181,400
2023	$136,200 - $229,700

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	NT	NT	NT
2015	NT	NT	NT
2016	NT	NT	NT
2017	NT	NT	NT
2018	NT	NT	NT
2019	NT	NT	NT
2020	NT	NT	NT
2021	NT	NT	NT
2022	NT	NT	NT
2023	NT	NT	NT

WORSE — BETTER ✓ GOOD BET

Land Rover Range Rover Evoque

Overall, the Evoque is more about style than functionality. Interior room and visibility are sacrificed for the striking silhouette. Its 2.0-liter turbo four-cylinder and six-speed automatic returned 21 mpg overall in our tests. Acceleration is decent, but the ride is choppy and noise levels are elevated. Handling is agile but can become disconcerting at the limits. The cabin is snug and the controls can be frustrating to use. A more powerful 286-hp engine arrived in 2018. The 2020 redesign didn't do much to address the Evoque's deficiencies. There's a pronounced initial delay when accelerating from a rolling stop, and then the power comes on too abruptly. The ride is overly stiff; fuel economy is among the worst in its class; and outward visibility is hampered. The dual screen infotainment system is convoluted and rather slow to respond to commands. On the plus side, handling is quite nimble; the front seats are comfortable; and fit and finish is impressive.

REDESIGN/FRESHENING:
2012, 2020

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2020.

DRIVE WHEELS:
AWD

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	**'20**	'21	'22	'23
Overall Reliability	*	*	*	*	*	*	*	*	*	*
Engine, Major	*	*	*	*	*	*	*	*	*	*
Engine Minor	*	*	*	*	*	*	*	*	*	*
Engine Cooling	*	*	*	*	*	*	*	*	*	*
Trans. Major	*	*	*	*	*	*	*	*	*	*
Trans. Minor	*	*	*	*	*	*	*	*	*	*
Electric Motor										
EV Battery										
EV Charging										
Drive System	*	*	*	*	*	*	*	*	*	*
Fuel System	*	*	*	*	*	*	*	*	*	*
Electrical	*	*	*	*	*	*	*	*	*	*
Climate Syst.	*	*	*	*	*	*	*	*	*	*
Suspension	*	*	*	*	*	*	*	*	*	*
Brakes	*	*	*	*	*	*	*	*	*	*
Exhaust	*	*	*	*	*	*	*	*	*	*
Paint/Trim	*	*	*	*	*	*	*	*	*	*
Noises & Leaks	*	*	*	*	*	*	*	*	*	*
Body Hardware	*	*	*	*	*	*	*	*	*	*
Power Equip.	*	*	*	*	*	*	*	*	*	*
In-Car Electr.	*	*	*	*	*	*	*	*	*	*

PRICES

2014	$9,700 - $12,600
2015	$10,700 - $14,700
2016	$12,200 - $16,600
2017	$13,900 - $26,000
2018	$16,600 - $30,300
2019	$19,900 - $33,800
2020	$26,400 - $33,000
2021	$30,100 - $42,300
2022	$35,300 - $44,700
2023	$38,900 - $52,800

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	NT	NT	NT
2015	NT	NT	NT
2016	NT	NT	NT
2017	NT	NT	NT
2018	NT	NT	NT
2019	NT	NT	NT
2020	NT	NT	NT
2021	NT	NT	NT
2022	NT	NT	NT
2023	NT	NT	NT

Land Rover Range Rover Sport

The Sport five-passenger midsized SUV has a luxurious interior. A 4.4-liter V8 was standard, while a supercharged 4.2-liter V8 was optional. A 2014 redesign moved the Sport to the same platform as the bigger Range Rover. This gave it a more-engaging driving experience, with taut, agile handling, but the ride is stiff and choppy. Yet it still has good off-road capability. Supercharging was introduced for the V8 engine and a supercharged V6 was optional. Rear-seat room is generous and the interior is luxurious, but the controls are convoluted. 2018 models got an updated exterior and interior, featuring a new touchscreen infotainment system. For 2019, an inline six-cylinder engine replaced the original V6, and a plug-in hybrid version was available. The 2023 redesign vastly improved the Sport, with a smoother ride, quieter cabin, and a more luxurious interior. Alas, the controls remain thoroughly frustrating to use.

REDESIGN/FRESHENING:
2014, 2023

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2020.

DRIVE WHEELS:
4WD; AWD

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	**'23**
Overall Reliability	*	*	*	*	*	*	*	*	*	*
Engine, Major	*	*	*	*	*	*	*	*	*	*
Engine Minor	*	*	*	*	*	*	*	*	*	*
Engine Cooling	*	*	*	*	*	*	*	*	*	*
Trans. Major	*	*	*	*	*	*	*	*	*	*
Trans. Minor	*	*	*	*	*	*	*	*	*	*
Electric Motor										
EV Battery										
EV Charging										
Drive System	*	*	*	*	*	*	*	*	*	*
Fuel System	*	*	*	*	*	*	*	*	*	*
Electrical	*	*	*	*	*	*	*	*	*	*
Climate Syst.	*	*	*	*	*	*	*	*	*	*
Suspension	*	*	*	*	*	*	*	*	*	*
Brakes	*	*	*	*	*	*	*	*	*	*
Exhaust	*	*	*	*	*	*	*	*	*	*
Paint/Trim	*	*	*	*	*	*	*	*	*	*
Noises & Leaks	*	*	*	*	*	*	*	*	*	*
Body Hardware	*	*	*	*	*	*	*	*	*	*
Power Equip.	*	*	*	*	*	*	*	*	*	*
In-Car Electr.	*	*	*	*	*	*	*	*	*	*

PRICES

2014	$14,300 - $23,300
2015	$16,400 - $27,700
2016	$17,400 - $40,500
2017	$19,800 - $49,900
2018	$29,000 - $65,800
2019	$34,900 - $76,800
2020	$41,600 - $86,300
2021	$50,100 - $110,100
2022	$63,300 - $121,000
2023	$96,000 - $134,300

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	NT	NT	NT
2015	NT	NT	NT
2016	NT	NT	NT
2017	NT	NT	NT
2018	NT	NT	NT
2019	NT	NT	NT
2020	NT	NT	NT
2021	NT	NT	NT
2022	NT	NT	NT
2023	NT	NT	NT

Land Rover Range Rover Velar

The Velar shares its fundamentals with the Jaguar F-Pace, and puts a greater emphasis on sport rather than Land Rover's traditional off-road prowess. Three powertrains are offered, including a 2.0-liter four-cylinder diesel, a supercharged 3.0-liter gas V6, and a 2.0-liter turbocharged four-cylinder that delivers ample power. Handling is taut and agile, but the ride is rather stiff. The dual touchscreen infotainment system dominates the quiet cabin. But the bottom screen, which houses the climate and other controls, is mounted too low to easily use. Plus, the system requires too many extra steps to accomplish simple tasks. Updates for 2020 included an SVAutobiography Dynamic Edition, which comes with a 550-hp 5.0-liter supercharged V8. The four-cylinder diesel engine was discontinued.

REDESIGN/FRESHENING:	SAFETY EQUIPMENT:	DRIVE WHEELS:
2018	ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2020.	AWD

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability					*	*	*	*	*	*
Engine, Major					*	*	*	*	*	*
Engine Minor					*	*	*	*	*	*
Engine Cooling					*	*	*	*	*	*
Trans. Major					*	*	*	*	*	*
Trans. Minor					*	*	*	*	*	*
Electric Motor										
EV Battery										
EV Charging										
Drive System					*	*	*	*	*	*
Fuel System					*	*	*	*	*	*
Electrical					*	*	*	*	*	*
Climate Syst.					*	*	*	*	*	*
Suspension					*	*	*	*	*	*
Brakes					*	*	*	*	*	*
Exhaust					*	*	*	*	*	*
Paint/Trim					*	*	*	*	*	*
Noises & Leaks					*	*	*	*	*	*
Body Hardware					*	*	*	*	*	*
Power Equip.					*	*	*	*	*	*
In-Car Electr.					*	*	*	*	*	*

PRICES

2014	-
2015	-
2016	-
2017	-
2018	$19,000 - $38,700
2019	$23,600 - $43,600
2020	$32,500 - $60,600
2021	$37,100 - $55,200
2022	$43,800 - $61,300
2023	$52,200 - $73,400

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	-	-	-
2018	NT	NT	NT
2019	NT	NT	NT
2020	NT	NT	NT
2021	NT	NT	NT
2022	NT	NT	NT
2023	NT	NT	NT

Lexus CT 200h

The CT 200h was designed to be a small, sporty, luxury car with excellent fuel economy. Though not a bad vehicle, it doesn't live up to all those promises or to the Lexus standard, and is somewhat a black sheep of the Lexus family. It's powered by the same 134 hp, four-cylinder hybrid powertrain found in the same-era Prius, and returned 40 mpg overall in our tests. While commendable, that is four mpg less than the roomier Prius, while delivering similar leisurely acceleration. Handling is responsive enough, but the ride is stiff and choppy. The cabin is cramped and admits too much engine and road noise. Tight rear seats, limited cargo capacity, and an impeded rear view don't help. The interior has some nice touches but falls short of being luxurious. The CT was discontinued after the 2017 model year.

REDESIGN/FRESHENING:	SAFETY EQUIPMENT:	DRIVE WHEELS:
2011	ABS, ESC, side and head protection air bags standard.	Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	*	*	*	*						
Engine, Major	*	*	*	*						
Engine Minor	*	*	*	*						
Engine Cooling	*	*	*	*						
Trans. Major	*	*	*	*						
Trans. Minor	*	*	*	*						
Electric Motor										
EV Battery										
EV Charging										
Drive System	*	*	*	*						
Fuel System	*	*	*	*						
Electrical	*	*	*	*						
Climate Syst.	*	*	*	*						
Suspension	*	*	*	*						
Brakes	*	*	*	*						
Exhaust	*	*	*	*						
Paint/Trim	*	*	*	*						
Noises & Leaks	*	*	*	*						
Body Hardware	*	*	*	*						
Power Equip.	*	*	*	*						
In-Car Electr.	*	*	*	*						

PRICES

2014	$14,400 - $14,400
2015	$15,800 - $15,800
2016	$17,600 - $17,600
2017	$19,900 - $19,900
2018	-
2019	-
2020	-
2021	-
2022	-
2023	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	NT	NT
2015	Good	Good	NT
2016	Good	Good	NT
2017	Good	Good	NT
2018	-	-	-
2019	-	-	-
2020	-	-	-
2021	-	-	-
2022	-	-	-
2023	-	-	-

Lexus ES ✓

The ES uses a smooth, powerful 3.5-liter V6 and six-speed automatic powetrain, and features a roomy and comfortable cabin. The redesigned 2013 ES kept those virtues, but the ride was less plush, interior refinement was lacking, and the controls became complicated. Further, despite the attempt to infuse more sportiness into the ES, it's not agile or fun to drive. The V6 got a good 25 mpg overall, and the hybrid returned a superior 36 mpg overall. For 2019 Lexus redesigned the ES with improved handling and interior quality. The V6 and eight-speed automatic got 25 mpg overall, while the hybrid version easily gets more than 40 mpg. The ES absorbs bumps very well and yet the body stays composed. The cabin is quiet and luxurious and the front seats are very comfortable. But the touchpad controller for the infotainment system is fussy and distracting to use. Updates for 2021 included an all-wheel-drive ES250 model.

REDESIGN/FRESHENING:
2013, 2019

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2017. BSW and RCTW standard from 2022.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	↑	⇈	⇈	⇈	↑	↑	!	!	⇈	⇈
Engine, Major	⇈	⇈	⇈	⇈	⇈	⇈	⇊	!	⇈	⇈
Engine Minor	⇈	⇈	⇈	⇈	↑	⇈	⇈	⇈	⇈	⇈
Engine Cooling	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Trans. Major	↑	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Trans. Minor	⇈	↑	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Electric Motor										
EV Battery										
EV Charging										
Drive System	↑	⇈	⇈	⇈	⇈	⇈	↑	⇈	⇈	⇈
Fuel System	⇈	⇈	⇈	⇈	⇈	↑	⇈	⇈	⇈	⇈
Electrical	⇈	⇈	⇈	⇈	↑	⇈	⇊	⇈	⇈	⇈
Climate Syst.	⇈	⇈	⇈	⇈	⇈	⇈	⇈	↑	⇈	⇈
Suspension	↑	⇈	↑	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Brakes	⇈	⇈	⇈	⇈	↓	!	↓	⇈	⇈	⇈
Exhaust	⇈	⇈	!	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Paint/Trim	⇈	⇈	⇈	⇈	⇈	⇈	↑	⇊	⇈	⇈
Noises & Leaks	⇈	⇈	⇈	↑	⇈	↑	↑	⇊	↑	⇈
Body Hardware	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇊	⇈	⇈
Power Equip.	⇈	⇈	⇈	⇈	⇈	↑	⇈	↑	⇈	⇈
In-Car Electr.	⇈	⇈	⇈	↑	⇈	⇈	⇈	↑	↑	!

PRICES

2014	$14,500 - $14,600
2015	$16,000 - $16,800
2016	$18,100 - $18,900
2017	$21,000 - $22,800
2018	$23,300 - $25,400
2019	$28,400 - $32,200
2020	$30,200 - $35,500
2021	$31,700 - $38,900
2022	$36,300 - $44,600
2023	$41,400 - $49,900

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	NT	⇈/⇈
2015	Good	NT	⇈/⇈
2016	Good	Good	↑/⇈
2017	Good	Good	↑/⇈
2018	Good	Good	↑/⇈
2019	Good	Good	↑/⇈
2020	Good	Good	↑/⇈
2021	Good	Good	↑/⇈
2022	Good	Good	↑/⇈
2023	Good	Good	↑/⇈

Lexus GS ✓

We suggest the buyers only consider GS models from 2013 or later. Older versions had a stiff ride and handling that is far from sporty or engaging. Expect a relatively snug cabin with tight headroom. The 2013 redesign made the GS a compelling sedan. Handling is sporty, the ride is supple and controlled, and the cabin is roomy, comfortable, and nicely furnished. Unfortunately, an annoying mouse-like controller is used to operate the cumbersome infotainment system. We'd stick with the regular GS 350 and opt for all-wheel drive if you get snow. The 2014 refresh brought an eight-speed automatic to rear-wheel-drive models, while AWD versions retained the six speed. A high-performance GS F with a 467-hp V8 was also available. For 2020, this midsized sedan's final year, Lexus dropped the RWD, four-cylinder turbocharged model.

REDESIGN/FRESHENING:
2013

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2017.

DRIVE WHEELS:
AWD; Rear

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	!	⇈	↑	*	*	*	*			
Engine, Major	⇈	⇈	⇈	*	*	*	*			
Engine Minor	⇈	⇈	⇈	*	*	*	*			
Engine Cooling	⇈	⇈	⇈	*	*	*	*			
Trans. Major	⇈	⇈	⇈	*	*	*	*			
Trans. Minor	⇈	⇈	⇈	*	*	*	*			
Electric Motor										
EV Battery										
EV Charging										
Drive System	⇈	⇈	⇈	*	*	*	*			
Fuel System	⇈	⇈	⇈	*	*	*	*			
Electrical	⇈	⇈	⇈	*	*	*	*			
Climate Syst.	⇊	⇈	⇈	*	*	*	*			
Suspension	⇈	⇈	⇊	*	*	*	*			
Brakes	↑	⇈	⇈	*	*	*	*			
Exhaust	⇈	⇈	⇈	*	*	*	*			
Paint/Trim	↑	⇈	⇊	*	*	*	*			
Noises & Leaks	↑	⇊	⇊	*	*	*	*			
Body Hardware	!	⇈	⇊	*	*	*	*			
Power Equip.	⇊	!	!	*	*	*	*			
In-Car Electr.	⇈	!	⇈	*	*	*	*			

PRICES

2014	$16,600 - $20,400
2015	$17,800 - $22,600
2016	$19,700 - $38,000
2017	$23,000 - $43,800
2018	$25,900 - $50,600
2019	$28,500 - $57,900
2020	$32,900 - $63,800
2021	-
2022	-
2023	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	NT	NT
2015	Good	NT	NT
2016	Good	NT	NT
2017	Good	NT	NT
2018	Good	NT	NT
2019	Good	NT	NT
2020	Good	NT	NT
2021	-	-	-
2022	-	-	-
2023	-	-	-

Lexus GX ✓

The GX shares a platform with the Toyota 4Runner, utilizing a body-on-frame design with a live rear axle. Although long in the tooth, the SUV is very quiet and quick, highly capable off-road, can tow 6,500 pounds, and is impressively reliable. The 4.6-liter V8 engine and six-speed automatic make for a slick powertrain but got an abysmal 17 mpg overall. The ride is comfortable and quiet but uneven pavement can cause a side-to-side movement. Handling is lumbering but ultimately secure. Drivers of almost any height should find a good seating position. It has three rows of seats inside the plush and well-finished cabin, and can accommodate eight. There's plenty of space all around and a commanding view out. The small third-row seat folds when it's not in use, but the side-swinging tailgate can be inconvenient at times. The GX gets a complete redesign for 2024, utilizing a 349-hp, turbocharged V6 mated to a 10-speed automatic.

REDESIGN/FRESHENING:
2010, 2024

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW, AEB, BSW and RCTW standard from 2020.

DRIVE WHEELS:
4WD

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	*	●	↑	●	*	↑	⇈	⇈	↑	⇈
Engine, Major	*	⇊	●	⇈	*	⇈	⇈	⇈	⇈	⇈
Engine Minor	*	⇈	⇈	↓	*	⇈	⇈	⇈	⇈	⇈
Engine Cooling	*	⇈	⇈	⇈	*	⇈	⇈	⇈	⇈	⇈
Trans. Major	*	⇈	⇈	⇈	*	⇈	⇈	⇈	⇈	⇈
Trans. Minor	*	⇈	⇊	⇈	*	⇈	⇈	⇈	⇈	⇈
Electric Motor										
EV Battery										
EV Charging										
Drive System	*	●	⇈	⇈	*	⇈	⇈	⇈	⇈	⇈
Fuel System	*	⇈	⇈	⇈	*	⇈	⇈	⇈	⇈	⇈
Electrical	*	⇊	↓	⇈	*	⇈	⇈	⇈	⇈	⇈
Climate Syst.	*	↑	⇈	⇈	*	⇈	⇈	⇈	⇈	⇈
Suspension	*	↑	⇈	⇈	*	⇈	⇈	⇈	⇈	⇈
Brakes	*	●	↑	⇊	*	●	⇈	⇈	●	⇈
Exhaust	*	⇈	⇈	⇈	*	⇈	⇈	⇈	⇈	⇈
Paint/Trim	*	↓	⇈	⇊	*	⇈	⇈	⇈	●	⇈
Noises & Leaks	*	⇈	●	⇊	*	⇈	⇈	⇈	⇈	⇈
Body Hardware	*	⇈	↓	⇊	*	↓	⇈	⇈	●	⇈
Power Equip.	*	↑	↑	⇈	*	●	●	⇈	⇈	⇈
In-Car Electr.	*	⇈	●	⇈	*	↑	⇈	⇈	⇈	⇈

PRICES

2014	$20,700 - $22,700
2015	$22,900 - $25,000
2016	$25,400 - $27,900
2017	$27,900 - $31,200
2018	$30,000 - $34,600
2019	$33,600 - $38,800
2020	$38,400 - $44,300
2021	$44,000 - $50,000
2022	$50,300 - $56,800
2023	$56,700 - $64,400

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	NT	NT	NT
2015	NT	NT	NT
2016	NT	NT	NT
2017	NT	NT	NT
2018	NT	NT	NT
2019	NT	NT	NT
2020	NT	NT	NT
2021	NT	NT	NT
2022	NT	NT	NT
2023	NT	NT	NT

Lexus IS

The IS is plush and quiet, but it has a snug cabin and a mundane driving experience for a sports sedan. Its 2014 redesign fell flat, as it remained uninspiring to drive, with merely ordinary handling. Worse, it still has a tight interior and mediocre fuel economy. F Sport models do have some sporty touches. The 2.5-liter six-cylinder and six-speed automatic was smooth but low on power, and got just 21 mpg overall. 2016 brought a turbo four-cylinder and a 3.5-liter V6 with AWD. The mild update for the 2021 model year resulted in modest improvements. RWD versions come with a 241-hp, turbo four-cylinder while AWD models have a polished but thirsty 260-hp V6. Handling is fairly nimble but not all that sporty, and the ride is a bit jittery. The well-finished cabin remains very snug front and rear, and AWD versions still suffer from a protrusion into the driver's legroom. The infotainment system uses both a distracting touchpad and a touchscreen.

REDESIGN/FRESHENING:
2014, 2021

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2017.

DRIVE WHEELS:
AWD; Rear

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	*	↑	*	*	*	*	*	*	*	*
Engine, Major	*	⇈	*	*	*	*	*	*	*	*
Engine Minor	*	⇈	*	*	*	*	*	*	*	*
Engine Cooling	*	⇈	*	*	*	*	*	*	*	*
Trans. Major	*	⇈	*	*	*	*	*	*	*	*
Trans. Minor	*	⇈	*	*	*	*	*	*	*	*
Electric Motor										
EV Battery										
EV Charging										
Drive System	*	↓	*	*	*	*	*	*	*	*
Fuel System	*	⇈	*	*	*	*	*	*	*	*
Electrical	*	⇈	*	*	*	*	*	*	*	*
Climate Syst.	*	⇈	*	*	*	*	*	*	*	*
Suspension	*	●	*	*	*	*	*	*	*	*
Brakes	*	⇊	*	*	*	*	*	*	*	*
Exhaust	*	⇈	*	*	*	*	*	*	*	*
Paint/Trim	*	⇈	*	*	*	*	*	*	*	*
Noises & Leaks	*	⇈	*	*	*	*	*	*	*	*
Body Hardware	*	⇈	*	*	*	*	*	*	*	*
Power Equip.	*	↑	*	*	*	*	*	*	*	*
In-Car Electr.	*	⇈	*	*	*	*	*	*	*	*

PRICES

2014	$14,800 - $35,400
2015	$17,000 - $21,300
2016	$17,100 - $21,800
2017	$18,800 - $25,200
2018	$27,500 - $28,500
2019	$29,300 - $30,300
2020	$31,300 - $32,400
2021	$36,200 - $38,300
2022	$39,500 - $67,000
2023	$42,600 - $68,900

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	NT	↑/⇈
2015	Good	NT	↑/⇈
2016	Good	NT	↑/⇈
2017	Good	Good	↑/⇈
2018	Good	Good	↑/⇈
2019	Good	Good	↑/⇈
2020	Good	Good	↑/⇈
2021	Good	Good	↑/⇈
2022	Good	Good	↑/⇈
2023	Good	Good	↑/⇈

Lexus LS

Lexus' flagship is a sedate freeway cruiser that emphasizes quietness and road isolation, but the 2013 freshening brought a more cumbersome infotainment system. All seating positions are extremely comfortable. Handling is sound but is more luxury than sport. Engines grew in displacement and an eight-speed automatic became standard. Hybrid, all-wheel drive, and long-wheelbase versions are available. The 2018 redesign piled on complicated controls and worsened the ride. Available with rear or all-wheel drive, the 416-hp, 3.4-liter turbo V6 is coupled to a 10-speed automatic. Despite good acceleration times, the car feels hesitant at low speeds. The wide car is too bulky to feel nimble. The optional air suspension lets bumps punch through more often than they should. The cabin is nicely trimmed and luxurious but the controls remain extremely convoluted. There's also a 354-hp, V6 hybrid version.

REDESIGN/FRESHENING:
2013, 2018

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW, AEB, BSW, and RCTW standard from 2018.

DRIVE WHEELS:
AWD; Rear

RELIABILITY HISTORY

	'14	'15	'16	'17	**'18**	'19	'20	'21	'22	'23
Overall Reliability	*	*	*	⇈	*	*	*	*	*	*
Engine, Major	*	*	*	⇈	*	*	*	*	*	*
Engine Minor	*	*	*	!	*	*	*	*	*	*
Engine Cooling	*	*	*	!	*	*	*	*	*	*
Trans. Major	*	*	*	⇈	*	*	*	*	*	*
Trans. Minor	*	*	*	⇈	*	*	*	*	*	*
Electric Motor										
EV Battery										
EV Charging										
Drive System	*	*	*	⇈	*	*	*	*	*	*
Fuel System	*	*	*	⇈	*	*	*	*	*	*
Electrical	*	*	*	⇈	*	*	*	*	*	*
Climate Syst.	*	*	*	⇈	*	*	*	*	*	*
Suspension	*	*	*	⇈	*	*	*	*	*	*
Brakes	*	*	*	↑	*	*	*	*	*	*
Exhaust	*	*	*	⇈	*	*	*	*	*	*
Paint/Trim	*	*	*	⇈	*	*	*	*	*	*
Noises & Leaks	*	*	*	↑	*	*	*	*	*	*
Body Hardware	*	*	*	⇈	*	*	*	*	*	*
Power Equip.	*	*	*	⇈	*	*	*	*	*	*
In-Car Electr.	*	*	*	⇈	*	*	*	*	*	*

PRICES

2014	$20,900 - $29,700
2015	$22,700 - $34,500
2016	$25,000 - $40,000
2017	$28,600 - $31,300
2018	$39,600 - $44,200
2019	$43,500 - $49,100
2020	$51,500 - $62,300
2021	$58,500 - $63,200
2022	$65,000 - $71,600
2023	$70,800 - $96,500

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	NT	NT
2015	Good	NT	NT
2016	Good	NT	NT
2017	Good	NT	NT
2018	NT	NT	NT
2019	NT	NT	NT
2020	NT	NT	NT
2021	NT	NT	NT
2022	NT	NT	NT
2023	NT	NT	NT

Lexus LX

The LX is an upscale version of the Toyota Land Cruiser. It is one of the few SUVs that is both capable off-road and civilized on pavement. It has a slick powertrain, a comfortable ride, and a quiet, nicely appointed cabin. Added features over the Land Cruiser include a height-adjustable air suspension and a power-adjustable steering wheel. Five adults can fit quite comfortably, but the power folding third-row seat folds up to the side of the interior, taking up cargo room. Our tested Land Cruiser only got 14 mpg overall. It was impressive off road: the crawl mode manages throttle and braking over tough terrain. Updates for 2016 included a standard eight-speed automatic and blind spot warning, and 2017 models got more standard active safety gear. A five-passenger version arrived for 2018. The redesigned 2022 model is based on the new Toyota Land Cruiser, which isn't coming to North America until 2024.

REDESIGN/FRESHENING:
2008, 2022

SAFETY EQUIPMENT:
ABS, ESC, side, rear, and head protection air bags standard. FCW, AEB, and BSW standard from 2017.

DRIVE WHEELS:
4WD

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	**'22**	'23
Overall Reliability	*	*	*	*	*	*	*	*	*	*
Engine, Major	*	*	*	*	*	*	*	*	*	*
Engine Minor	*	*	*	*	*	*	*	*	*	*
Engine Cooling	*	*	*	*	*	*	*	*	*	*
Trans. Major	*	*	*	*	*	*	*	*	*	*
Trans. Minor	*	*	*	*	*	*	*	*	*	*
Electric Motor										
EV Battery										
EV Charging										
Drive System	*	*	*	*	*	*	*	*	*	*
Fuel System	*	*	*	*	*	*	*	*	*	*
Electrical	*	*	*	*	*	*	*	*	*	*
Climate Syst.	*	*	*	*	*	*	*	*	*	*
Suspension	*	*	*	*	*	*	*	*	*	*
Brakes	*	*	*	*	*	*	*	*	*	*
Exhaust	*	*	*	*	*	*	*	*	*	*
Paint/Trim	*	*	*	*	*	*	*	*	*	*
Noises & Leaks	*	*	*	*	*	*	*	*	*	*
Body Hardware	*	*	*	*	*	*	*	*	*	*
Power Equip.	*	*	*	*	*	*	*	*	*	*
In-Car Electr.	*	*	*	*	*	*	*	*	*	*

PRICES

2014	$29,100 - $29,100
2015	$34,200 - $34,200
2016	$47,000 - $47,000
2017	$51,600 - $51,600
2018	$54,700 - $57,100
2019	$61,900 - $64,600
2020	$66,200 - $69,500
2021	$71,800 - $76,100
2022	$92,300 - $127,100
2023	$98,300 - $139,100

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	NT	NT	NT
2015	NT	NT	NT
2016	NT	NT	NT
2017	NT	NT	NT
2018	NT	NT	NT
2019	NT	NT	NT
2020	NT	NT	NT
2021	NT	NT	NT
2022	NT	NT	NT
2023	NT	NT	NT

Lexus NX ✓

The NX luxury compact SUV is based on the Toyota RAV4 and the original 2015 model used a 2.0-liter, turbo four-cylinder mated to a six-speed automatic that returned 24 mpg overall. The NX 300h hybrid used a 194-hp engine with a CVT, and its 29 mpg overall was among the most fuel efficient SUVs at the time. The NX delivers a sportier, less cushy driving experience than the larger RX. The interior is adorned with nice stitching but some cheap touches are evident. The cabin is snug and the styling not only compromises rear visibility but it crimps cargo space. The fussy touchpad that's used to interact with the infotainment screen requires a distracting level of focus to operate. With the 2018 freshening, the NX received lots of standard active safety features. The redesigned 2022 NX offers a 203-hp four-cylinder, a 275-hp, turbo four-cylinder, a hybrid that gets 38 mpg overall, and a plug-in hybrid with a 37-mile electric range.

REDESIGN/FRESHENING:	SAFETY EQUIPMENT:	DRIVE WHEELS:
2015, 2022	ABS, ESC, side and head protection air bags std. FCW and AEB standard from 2018; BSW and RCTW from 2021.	AWD; Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability		↑	⇈	⇈	!	↑	⇈	⇈	!	↓
Engine, Major		↑	⇈	!	⇊	⇈	⇈	⇈	⇈	⇈
Engine Minor		⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Engine Cooling		⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Trans. Major		⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Trans. Minor		↓	⇈	⇈	⇈	↑	⇈	⇈	⇈	⇊
Electric Motor										
EV Battery										
EV Charging										
Drive System		!	⇈	⇈	⇈	!	⇈	⇈	↓	⇈
Fuel System		!	⇈	⇈	⇊	↑	⇈	⇈	⇈	⇈
Electrical		⇈	↓	⇈	⇈	⇈	↑	⇈	⇈	⇈
Climate Syst.		⇈	⇈	↑	⇈	⇈	⇈	⇈	⇈	⇈
Suspension		⇈	⇈	⇈	⇈	!	⇈	⇈	↑	⇈
Brakes		⇊	↑	⇈	⇈	⇈	⇈	⇈	⇈	↑
Exhaust		⇈	⇈	⇈	⇊	⇈	⇈	⇈	⇈	⇈
Paint/Trim		⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Noises & Leaks		⇊	↑	⇈	!	⇈	↓	⇈	↓	⇈
Body Hardware		↑	⇈	⇈	↑	⇈	⇈	⇈	⇈	⇈
Power Equip.		⇈	↑	⇈	!	⇈	⇈	⇈	↑	⇊
In-Car Electr.		!	⇈	↑	↑	⇈	↑	⇈	⇊	!

PRICES

2014	-
2015	$17,300 - $20,200
2016	$18,900 - $22,100
2017	$20,800 - $24,300
2018	$21,500 - $25,700
2019	$25,600 - $28,600
2020	$27,800 - $34,100
2021	$29,800 - $36,400
2022	$33,600 - $52,400
2023	$38,100 - $55,600

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	-	-	-
2015	Good	Good	↑/⇈
2016	Good	Good	↑/⇈
2017	Good	Good	↑/⇈
2018	Good	Good	↑/⇈
2019	Good	Good	↑/⇈
2020	Good	Good	↑/⇈
2021	Good	Good	↑/⇈
2022	Good	Good	↑/⇈
2023	Good	Good	↑/⇈

Lexus RC

The RC is an aggressively styled sports coupe with seating for four. Essentially a coupe version of the IS sedan, it uses a standard 3.5-liter V6 engine hooked up to an eight-speed automatic. An all-wheel-drive version is available with a six-speed automatic. Top-trim RC F versions, fitted with a 467-hp, 5.0-liter V8, target the BMW M4. That prodigious output is routed to the rear wheels with a torque-vectoring differential, which sends power to the wheel that has the most grip. The RC F is super-quick, with a loud exhaust bark. The various driving modes sharpen throttle and steering response, but the car's weight ultimately compromises agility. The 2018 model brought lots of standard active safety equipment.

REDESIGN/FRESHENING:	SAFETY EQUIPMENT:	DRIVE WHEELS:
2015	ABS, ESC, side and head protection air bags std. FCW and AEB standard from 2018; BSW and RCTW from 2021.	AWD; Rear

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability		*	*	*	*	*	*	*	*	*
Engine, Major		*	*	*	*	*	*	*	*	*
Engine Minor		*	*	*	*	*	*	*	*	*
Engine Cooling		*	*	*	*	*	*	*	*	*
Trans. Major		*	*	*	*	*	*	*	*	*
Trans. Minor		*	*	*	*	*	*	*	*	*
Electric Motor										
EV Battery										
EV Charging										
Drive System		*	*	*	*	*	*	*	*	*
Fuel System		*	*	*	*	*	*	*	*	*
Electrical		*	*	*	*	*	*	*	*	*
Climate Syst.		*	*	*	*	*	*	*	*	*
Suspension		*	*	*	*	*	*	*	*	*
Brakes		*	*	*	*	*	*	*	*	*
Exhaust		*	*	*	*	*	*	*	*	*
Paint/Trim		*	*	*	*	*	*	*	*	*
Noises & Leaks		*	*	*	*	*	*	*	*	*
Body Hardware		*	*	*	*	*	*	*	*	*
Power Equip.		*	*	*	*	*	*	*	*	*
In-Car Electr.		*	*	*	*	*	*	*	*	*

PRICES

2014	-
2015	$21,800 - $31,900
2016	$21,000 - $34,800
2017	$24,000 - $38,800
2018	$27,500 - $43,600
2019	$30,400 - $48,300
2020	$33,500 - $67,900
2021	$36,200 - $73,300
2022	$38,900 - $80,300
2023	$43,000 - $90,000

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	-	-	-
2015	Good	Good	NT
2016	Good	Good	NT
2017	Good	Good	NT
2018	Good	Good	NT
2019	Good	Good	NT
2020	Good	Good	NT
2021	Good	Good	NT
2022	Good	Good	NT
2023	Good	Good	NT

⇊ ↓ | ↑ ⇈ ✓
WORSE ⊢—⊣ BETTER GOOD BET

Lexus RX ✓

The RX is a wise used-car choice thanks to Lexus's proven track record of peerless reliability. The V6 got 21 mpg overall and the hybrid 26 mpg. Handling was lackluster, however, although the ride remained comfortable. Inside is a well-finished, quiet and comfortable interior with room for five. The infotainment system uses a convoluted mouse-like controller. For the 2016 redesign, the V6 engine was paired with an eight-speed automatic. Updates for 2017 included lots of standard active safety features. A 2020 freshening included suspension tweaks and a new but still awkward touchpad for the infotainment system. The redesigned 2023 model and its turbo four-cylinder brings the refinement down a notch, although it has plenty of mid-rpm grunt. Handling is slightly sharper but the ride isn't as plush; the controls are moderately less confusing. The RX 350h hybrid managed an impressive 34 mpg overall, but its four-cylinder is buzzy.

REDESIGN/FRESHENING:	SAFETY EQUIPMENT:	DRIVE WHEELS:
2010, 2016, 2023	ABS, ESC, side and head protection air bags std. FCW and AEB standard from 2017; BSW and RCTW from 2021.	AWD; Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	↑	↑	↑	⇈	↑	↑	↑	⇈	⇈	↑
Engine, Major	↑	↑	↑	⇈	↓	⇈	⇈	⇈	⇈	⇈
Engine Minor	⇈	⇈	⇊	⇈	⇈	⇈	⇈	⇈	⇈	↑
Engine Cooling	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Trans. Major	↑	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Trans. Minor	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Electric Motor										
EV Battery										
EV Charging										
Drive System	↑	⇈	↑	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Fuel System	⇈	⇈	⇈	⇈	|	↑	↑	⇈	⇈	⇈
Electrical	⇈	⇈	↑	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Climate Syst.	↑	↑	⇈	⇈	⇈	⇈	↑	⇈	↑	⇈
Suspension	⇈	⇈	|	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Brakes	↑	⇈	|	↑	|	↓	|	|	⇈	⇈
Exhaust	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Paint/Trim	⇈	⇈	⇈	⇈	|	⇈	⇈	⇈	⇈	|
Noises & Leaks	|	↑	↓	↑	⇈	↓	↑	↑	⇈	↑
Body Hardware	⇈	⇈	↑	⇈	↑	↑	⇈	⇈	⇈	↑
Power Equip.	↑	⇈	⇈	↑	⇈	⇈	⇈	⇈	↑	⇈
In-Car Electr.	↑	⇈	↑	↑	↑	↑	⇈	⇈	⇈	↑

PRICES

2014	$16,200 - $17,800
2015	$17,600 - $20,200
2016	$22,000 - $26,000
2017	$24,800 - $28,600
2018	$27,400 - $33,100
2019	$30,300 - $37,500
2020	$34,500 - $43,900
2021	$37,500 - $47,900
2022	$42,000 - $52,700
2023	$47,700 - $63,600

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	NT	↑/⇈
2015	Good	NT	↑/⇈
2016	Good	Good	↑/⇈
2017	Good	Good	↑/⇈
2018	Good	Good	↑/⇈
2019	Good	Good	↑/⇈
2020	Good	Good	↑/⇈
2021	Good	Good	↑/⇈
2022	Good	Good	↑/⇈
2023	Good	Good	NT

Lexus UX ✓

Lexus' entry-level luxury SUV is the brand's smallest model, originally based on the Toyota C-HR. It has standard front-wheel drive, while all-wheel drive comes only on the hybrid version. The hybrid is the natural choice for the UX thanks to its excellent 37 mpg overall in our tests, but its engine is very whiny when it revs. The UX has a comfortable ride, but it isn't as plush as the bigger, more-expensive Lexus SUVs. Handling is responsive and the compact size makes the UX very maneuverable, but the UX isn't sporty to drive. Visibility is limited all around, and the interior is tight, particularly the rear seat. The cabin isn't as fancy as in other Lexus models. For 2023 the UX became hybrid-only, and it also received a new touchscreen infotainment system. FCW, AEB with pedestrian detection, BSW, and RCTW are standard.

REDESIGN/FRESHENING:	SAFETY EQUIPMENT:	DRIVE WHEELS:
2019	ABS, ESC, side and head protection air bags std. FCW and AEB standard from 2019; BSW and RCTW from 2021.	AWD; Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability						⇈	↑	↑	*	*
Engine, Major						⇈	⇈	⇈	*	*
Engine Minor						⇈	⇈	⇈	*	*
Engine Cooling						⇈	⇈	⇈	*	*
Trans. Major						⇈	⇈	⇈	*	*
Trans. Minor						⇈	⇈	⇈	*	*
Electric Motor										
EV Battery										
EV Charging										
Drive System						⇈	⇈	⇈	*	*
Fuel System						⇈	⇈	⇈	*	*
Electrical						⇈	⇈	⇈	*	*
Climate Syst.						⇈	⇈	⇈	*	*
Suspension						⇈	⇈	⇈	*	*
Brakes						⇈	⇈	⇈	*	*
Exhaust						⇈	⇈	⇈	*	*
Paint/Trim						⇈	⇈	⇈	*	*
Noises & Leaks						↑	|	⇈	*	*
Body Hardware						⇈	⇈	⇈	*	*
Power Equip.						⇈	⇈	⇈	*	*
In-Car Electr.						⇈	↑	⇈	*	*

PRICES

2014	-
2015	-
2016	-
2017	-
2018	-
2019	$22,100 - $27,800
2020	$24,800 - $30,600
2021	$25,800 - $33,100
2022	$29,700 - $35,200
2023	$31,900 - $39,200

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	-	-	-
2018	-	-	-
2019	Good	Good	↑/⇈
2020	Good	Good	↑/⇈
2021	Good	Good	↑/⇈
2022	Good	Good	↑/⇈
2023	Good	Good	↑/⇈

Lincoln Aviator

The original Aviator, which was produced from 2003-2005, was a premium version of the Ford Explorer, equipped with a 302-hp V8 and a five-speed automatic. When it returned in 2020 it continued as a three-row luxury SUV based on the Explorer, but powered by a 400-hp, 3.0-liter turbocharged V6 that provides effortless thrust. A 494-hp V6 plug-in hybrid is also available, but it prioritizes power over outright fuel economy. Handling is remarkably agile for such a large vehicle, the ride is comfortable, and the cabin stays hushed. The interior is lavishly furnished with chrome, wood, and leather, and the seats are plush and supportive. However, some controls are unintuitive, such as the push-button gear selector and electronic door latches. The large infotainment screen responds quickly and is easy to use. The second-row seat is roomy, but the third row is tight. Lincoln's standard Co-Pilot360 safety suite includes many active safety systems.

REDESIGN/FRESHENING:
2003, 2020

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW, AEB, BSW, and RCTW standard from 2020.

DRIVE WHEELS:
AWD; Rear

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	**'20**	'21	'22	'23
Overall Reliability							🟠	*	*	*
Engine, Major							🟢	*	*	*
Engine Minor							🟢	*	*	*
Engine Cooling							🟢	*	*	*
Trans. Major							🔴	*	*	*
Trans. Minor							🟠	*	*	*
Electric Motor										
EV Battery										
EV Charging										
Drive System							🟠	*	*	*
Fuel System							🟢	*	*	*
Electrical							🟢	*	*	*
Climate Syst.							🔴	*	*	*
Suspension							🟠	*	*	*
Brakes							🟠	*	*	*
Exhaust							🟢	*	*	*
Paint/Trim							🟠	*	*	*
Noises & Leaks							🟡	*	*	*
Body Hardware							🟠	*	*	*
Power Equip.							🔴	*	*	*
In-Car Electr.							🔴	*	*	*

PRICES

2014	-
2015	-
2016	-
2017	-
2018	-
2019	-
2020	$30,000 - $47,900
2021	$34,300 - $57,100
2022	$40,800 - $62,500
2023	$48,500 - $74,600

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	-	-	-
2018	-	-	-
2019	-	-	-
2020	Good	Good	🟢/🟢
2021	Good	Good	🟢/🟢
2022	Good	Good	🟢/🟢
2023	Good	Good	🟢/🟢

Lincoln Continental

Lincoln's high-tech flagship sedan was based on the accomplished MKZ. The base engine is a lackluster 3.7-liter V6. The 2.7-liter twin-turbo V6, however, packs a lot of punch. The top-level trims get a 400-hp, 3.0-liter twin-turbo V6. Front-wheel drive is standard, with all-wheel drive optional. The ride is very comfortable, and the cabin is super quiet. Handling is responsive, but the car is intended to be a relaxed cruiser. The cabin is nicely finished and very roomy, particularly in the back. The standard front seats look unusual and aren't all that comfortable. We're no fans of the push-button gear selector or the electronic buttons that are used instead of an interior door handle. In terms of pricing, the Continental competes with luxury midsized sedans. Updates for 2019 included lots of standard active safety gear. 2020 was the Continental's final year.

REDESIGN/FRESHENING:
2017

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW, AEB, BSW, and RCTW standard from 2019.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'14	'15	'16	**'17**	'18	'19	'20	'21	'22	'23
Overall Reliability				*	*	*	*			
Engine, Major				*	*	*	*			
Engine Minor				*	*	*	*			
Engine Cooling				*	*	*	*			
Trans. Major				*	*	*	*			
Trans. Minor				*	*	*	*			
Electric Motor										
EV Battery										
EV Charging										
Drive System				*	*	*	*			
Fuel System				*	*	*	*			
Electrical				*	*	*	*			
Climate Syst.				*	*	*	*			
Suspension				*	*	*	*			
Brakes				*	*	*	*			
Exhaust				*	*	*	*			
Paint/Trim				*	*	*	*			
Noises & Leaks				*	*	*	*			
Body Hardware				*	*	*	*			
Power Equip.				*	*	*	*			
In-Car Electr.				*	*	*	*			

PRICES

2014	-
2015	-
2016	-
2017	$14,200 - $22,900
2018	$17,700 - $21,800
2019	$19,400 - $34,200
2020	$24,700 - $38,300
2021	-
2022	-
2023	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	Good	Good	🟢/🟢
2018	Good	Good	🟢/🟢
2019	Good	Good	🟢/🟢
2020	Good	Good	🟢/🟢
2021	-	-	-
2022	-	-	-
2023	-	-	-

⏬ ⌄ I ⌃ ⏫ ✓
WORSE ⟝ BETTER   GOOD BET

Lincoln MKC, Corsair

The MKC includes luxury and high-tech features, but this Ford Escape-based vehicle falls short of the class leaders. Power is strong, particularly from the 2.3-liter turbo four-cylinder, but it returned just 19 mpg overall in our tests. Combined with the small gas tank, that results in a short cruising range. A fussy push-button gear selector controls the six-speed automatic. None of the adaptive suspension modes make for a truly comfortable ride. Handling is secure, but agility trails most rivals. A quiet cabin, plush trim, easy access, and decent rear seat room enhance livability, but rear visibility is limited. For the 2016 model year, Sync 3 replaced the much-maligned MyLincoln Touch infotainment system. The much improved Corsair replaced the MKC in 2020. The standard 2.0-liter turbo provides plenty of motivation, so we don't think the optional 2.3-liter turbo is necessary. The Corsair rides very comfortably and is quiet inside.

REDESIGN/FRESHENING:
2015, 2020

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW, AEB, BSW, and RCTW standard from 2020.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability		I	*	⌄	*	⌄	⌄	⌃	⌄	*
Engine, Major		⏫	*	⏬	*	⏬	⏫	⏫	⌃	*
Engine Minor		⏫	*	I	*	⏫	⏫	⏫	⏫	*
Engine Cooling		⏫	*	⏫	*	⏫	⏫	⏫	⏫	*
Trans. Major		I	*	⏫	*	I	⏫	⏫	⏫	*
Trans. Minor		⏫	*	⏫	*	⏫	⏫	⏫	⏫	*
Electric Motor										
EV Battery										
EV Charging										
Drive System		⏬	*	⏬	*	⏫	⏬	⏫	⏫	*
Fuel System		I	*	⏫	*	⏫	⌃	⌄	⏫	*
Electrical		⏫	*	⌄	*	I	⏫	⏫	⏫	*
Climate Syst.		⏫	*	⏫	*	I	⏬	⏫	⏫	*
Suspension		⏫	*	⌄	*	I	⏫	⌃	⏫	*
Brakes		⏫	*	⏫	*	⏫	⌄	⏫	⏫	*
Exhaust		⏫	*	⏬	*	⏫	⏫	⏫	⏫	*
Paint/Trim		⌃	*	⏫	*	⏫	⌃	⏫	I	*
Noises & Leaks		⌃	*	I	*	⏬	⌃	⏬	⌄	*
Body Hardware		⌄	*	⏫	*	⏫	⌄	⏫	⏬	*
Power Equip.		I	*	⌃	*	⏬	⏬	⏫	⌃	*
In-Car Electr.		⏬	*	⌃	*	⏬	⌄	⌄	⏫	*

PRICES

2014	-
2015	$11,600 - $14,900
2016	$12,500 - $17,200
2017	$13,900 - $19,500
2018	$16,300 - $22,800
2019	$19,300 - $26,900
2020	$22,600 - $28,000
2021	$25,300 - $34,400
2022	$30,200 - $40,800
2023	$34,200 - $46,700

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	-	-	-
2015	Good	NT	⌃/⏫
2016	Good	NT	⌃/⏫
2017	Good	NT	⌃/⏫
2018	Good	NT	⌃/⏫
2019	Good	NT	⌃/⏫
2020	Good	Good	⏫/⏫
2021	Good	Good	⏫/⏫
2022	Good	Good	⏫/⏫
2023	Good	Good	⏫/⏫

Lincoln MKS

The Lincoln MKS, a Ford Taurus-based sedan, debuted in 2009 with a 3.7-liter V6 that provides good power but isn't particularly refined. In lieu of a V8, a turbocharged V6 was available, as was all-wheel drive. The ride is comfortable but not always settled. Handling is secure but lacks agility, and none of the three-mode suspension settings are ideal. The interior is roomy, but the driving position and foot well are narrow. Despite nice interior materials, some details come up short. A tight opening limits the usefulness of the otherwise huge trunk, and a high rear deck restricts rear visibility. More recent models gained the MyLincoln Touch infotainment system, which is convoluted and frustrating to use. The outdated and outclassed MKS was replaced by the Continental in 2017.

REDESIGN/FRESHENING:
2013

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	*	*	*							
Engine, Major	*	*	*							
Engine Minor	*	*	*							
Engine Cooling	*	*	*							
Trans. Major	*	*	*							
Trans. Minor	*	*	*							
Electric Motor										
EV Battery										
EV Charging										
Drive System	*	*	*							
Fuel System	*	*	*							
Electrical	*	*	*							
Climate Syst.	*	*	*							
Suspension	*	*	*							
Brakes	*	*	*							
Exhaust	*	*	*							
Paint/Trim	*	*	*							
Noises & Leaks	*	*	*							
Body Hardware	*	*	*							
Power Equip.	*	*	*							
In-Car Electr.	*	*	*							

PRICES

2014	$10,100 - $10,900
2015	$11,500 - $12,400
2016	$12,800 - $14,200
2017	-
2018	-
2019	-
2020	-
2021	-
2022	-
2023	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	Poor	⏫/⏫
2015	Good	Poor	⏫/⏫
2016	Good	Poor	⏫/⏫
2017	-	-	-
2018	-	-	-
2019	-	-	-
2020	-	-	-
2021	-	-	-
2022	-	-	-
2023	-	-	-

Lincoln MKX, Nautilus

Lincoln's midsized MKX is a luxurious version of the Ford Edge. Its 3.5-liter V6 and six-speed automatic combine to deliver strong performance. The ride is comfortable, but handling lacks agility. Rear visibility isn't very good. The MyLincoln Touch infotainment system on more recent versions is distracting and tedious to use. The cabin is nicely appointed and relatively quiet, but doesn't match up to the competition. A 2016 redesign brought a turbo V6 with smooth power and agile handling. A much better Sync 3 infotainment system replaced MyLincoln Touch. For 2019 the freshened MKX was renamed Nautilus. We found that the optional 2.7-liter turbo V6 delivers effortless power, and the SUV has a comfortable ride, a quiet cabin, and agile handling. The Nautilus got the improved Sync 4 infotainment system for 2021. The SUV's only knock is its unintuitive push-button gear selector, which is a far reach away and difficult to operate without looking.

REDESIGN/FRESHENING:
2011, 2016, 2019

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW, AEB, BSW, and RCTW standard from 2019.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'14	'15	**'16**	'17	'18	**'19**	'20	'21	'22	'23
Overall Reliability	*	*	↓	!	↑	↓	↑	⇈	↓	*
Engine, Major	*	*	↑	!	⇈	⇈	⇈	⇈	⇈	*
Engine Minor	*	*	⇊	⇈	↑	⇈	⇈	⇈	⇈	*
Engine Cooling	*	*	⇈	!	⇈	⇈	⇈	⇈	↓	*
Trans. Major	*	*	↑	⇊	⇈	↓	↑	⇈	⇈	*
Trans. Minor	*	*	↑	⇈	⇈	⇊	↑	⇈	⇈	*
Electric Motor										
EV Battery										
EV Charging										
Drive System	*	*	↑	!	⇈	⇊	↑	⇈	⇈	*
Fuel System	*	*	↑	⇈	⇈	⇈	⇈	⇈	⇈	*
Electrical	*	*	↑	!	⇈	⇈	⇈	⇈	↓	*
Climate Syst.	*	*	!	⇈	↑	↓	⇈	⇈	⇊	*
Suspension	*	*	↓	⇈	⇊	!	⇈	⇈	⇈	*
Brakes	*	*	↓	⇈	↓	↑	⇈	↓	⇈	*
Exhaust	*	*	↑	⇈	⇈	⇈	⇈	⇈	⇈	*
Paint/Trim	*	*	⇊	⇊	⇈	↑	↓	⇈	↓	*
Noises & Leaks	*	*	⇊	⇊	↑	↓	↑	⇈	↑	*
Body Hardware	*	*	⇊	⇊	⇈	↑	↑	⇈	⇈	*
Power Equip.	*	*	↓	⇊	⇈	⇈	⇈	⇈	⇈	*
In-Car Electr.	*	*	!	↑	↑	⇊	!	↑	↑	*

PRICES

2014	$12,100 - $12,900
2015	$13,700 - $14,200
2016	$14,700 - $19,300
2017	$16,200 - $23,100
2018	$17,600 - $27,900
2019	$20,000 - $31,300
2020	$22,900 - $36,200
2021	$27,500 - $45,100
2022	$34,000 - $53,000
2023	$38,600 - $61,600

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	NT	!/⇈
2015	Good	NT	!/⇈
2016	Good	Good	⇈/⇈
2017	Good	Good	⇈/⇈
2018	Good	Good	⇈/⇈
2019	Good	Good	⇈/⇈
2020	Good	Good	⇈/⇈
2021	Good	Good	⇈/⇈
2022	Good	Good	⇈/⇈
2023	Good	Good	⇈/⇈

Lincoln MKZ

The MKZ is based on the capable Ford Fusion, and its 2013 redesign brought a much better car, with an improved ride, handling that rivaled some European sports sedans, and a far more luxurious interior. Engine choices were a turbo four-cylinder as well as a V6 and a hybrid. But the MyLincoln Touch infotainment system is cumbersome to use, the push-button gear selector and touch-sensitive controls were frustrating, and the sleek styling compromised cabin access and rear-seat room. A 2017 freshening included new engines, easier to use controls, and more premium interior appointments. Updates for 2019 included lots of standard active safety gear. 2020 was the final year for the MKZ.

REDESIGN/FRESHENING:
2013

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW, AEB, and BSW standard from 2019.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	↓	↓	!	↓	↓	↓	⇈			
Engine, Major	⇈	⇈	⇈	↓	↓	↓	⇈			
Engine Minor	⇊	⇊	⇈	↑	⇈	⇈	⇈			
Engine Cooling	⇈	⇈	⇈	↑	⇈	⇈	⇈			
Trans. Major	⇈	⇊	⇈	!	⇊	⇊	⇈			
Trans. Minor	⇈	⇈	⇈	⇈	⇈	⇈	⇈			
Electric Motor										
EV Battery										
EV Charging										
Drive System	!	⇈	⇈	↓	⇈	↓	⇈			
Fuel System	!	⇊	!	⇈	!	⇈	⇈			
Electrical	⇈	⇈	⇈	⇈	⇈	⇈	⇈			
Climate Syst.	!	!	↑	!	⇈	⇈	⇈			
Suspension	↓	⇊	⇈	!	↓	⇈	⇈			
Brakes	⇊	!	↓	⇈	⇈	!	!			
Exhaust	!	↓	⇈	⇈	⇈	⇈	⇈			
Paint/Trim	⇊	!	⇊	⇈	⇊	⇈	⇈			
Noises & Leaks	⇊	⇊	⇈	⇊	⇈	⇊	⇈			
Body Hardware	!	↓	⇊	↓	⇈	⇊	⇈			
Power Equip.	!	⇊	⇈	!	↓	⇊	⇈			
In-Car Electr.	↓	⇊	⇈	!	!	⇊	⇈			

PRICES

2014	$8,800 - $10,800
2015	$9,200 - $16,200
2016	$10,900 - $17,000
2017	$12,000 - $21,700
2018	$15,000 - $26,500
2019	$17,600 - $23,500
2020	$21,200 - $26,400
2021	-
2022	-
2023	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	Accept.	⇈/↑
2015	Good	Accept.	⇈/↑
2016	Good	Accept.	⇈/↑
2017	Good	Good	↑/⇈
2018	Good	Good	↑/⇈
2019	Good	Good	↑/⇈
2020	Good	Good	↑/⇈
2021	-	-	-
2022	-	-	-
2023	-	-	-

Lincoln Navigator

The Navigator is a more luxurious version of the Ford Expedition. In 2015 a turbo six-cylinder engine became standard, but fuel economy only went up to 15 mpg overall. In 2018 the Navigator was redesigned. The cabin is quiet, elegant-looking, and full of high-tech features. There is a bit of a rocking sensation at low speeds, but the ride improves and is more comfortable on the highway. Handling, however, is cumbersome, even for a large SUV. The 440-hp, twin-turbo V6 and 10-speed automatic easily moves the Navigator down the road, and it's capable of towing 8,300 pounds. The front cabin is roomy, but the standard seats are uncomfortable, and the push-button gear selector is fussy to use. Seven- and eight-seat configurations are available; both pamper passengers with heated seats, a variety of connectivity features, and a hospitable third row. 2020 brought standard FCW, AEB with pedestrian detection, BSW, and RCTW.

REDESIGN/FRESHENING:
2015, 2018

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW, AEB, BSW, and RCTW standard from 2020.

DRIVE WHEELS:
4WD; AWD; Rear

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	*	*	*	*	*	*	*	*	*	*
Engine, Major	*	*	*	*	*	*	*	*	*	*
Engine Minor	*	*	*	*	*	*	*	*	*	*
Engine Cooling	*	*	*	*	*	*	*	*	*	*
Trans. Major	*	*	*	*	*	*	*	*	*	*
Trans. Minor	*	*	*	*	*	*	*	*	*	*
Electric Motor										
EV Battery										
EV Charging										
Drive System	*	*	*	*	*	*	*	*	*	*
Fuel System	*	*	*	*	*	*	*	*	*	*
Electrical	*	*	*	*	*	*	*	*	*	*
Climate Syst.	*	*	*	*	*	*	*	*	*	*
Suspension	*	*	*	*	*	*	*	*	*	*
Brakes	*	*	*	*	*	*	*	*	*	*
Exhaust	*	*	*	*	*	*	*	*	*	*
Paint/Trim	*	*	*	*	*	*	*	*	*	*
Noises & Leaks	*	*	*	*	*	*	*	*	*	*
Body Hardware	*	*	*	*	*	*	*	*	*	*
Power Equip.	*	*	*	*	*	*	*	*	*	*
In-Car Electr.	*	*	*	*	*	*	*	*	*	*

PRICES

2014	$13,200 - $15,600
2015	$15,700 - $17,600
2016	$17,300 - $23,700
2017	$22,200 - $28,100
2018	$25,100 - $40,000
2019	$27,500 - $48,700
2020	$43,500 - $59,700
2021	$50,000 - $69,200
2022	$64,000 - $86,300
2023	$78,100 - $106,600

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	NT	NT	▲/▲▲
2015	NT	NT	▲▲/▲▲
2016	NT	NT	▲▲/▲▲
2017	NT	NT	▲▲/▲▲
2018	NT	NT	▲▲/▲▲
2019	NT	NT	▲▲/▲▲
2020	NT	NT	▲▲/▲▲
2021	NT	NT	▲▲/▲▲
2022	NT	NT	NT/▲▲
2023	NT	NT	NT/▲▲

Maserati Ghibli

The Ghibli is Maserati's more-attainable luxury model. This sports sedan uses a Ferrari-developed 345-hp, turbo V6 mated to an eight-speed automatic, driving the rear wheels. The SQ 4 all-wheel-drive version has a 404-hp turbo V6. The platform is based on the Chrysler 300, but the Ghibli's interior, driving dynamics, and exhaust note are all Italian. Handling is sporty and agile, and the engine emits a distinctive bark. The interior is full of high quality leather and suede, and most controls are easy to use, including Chrysler's UConnect touchscreen infotainment system. The ride is stiff and the rear seat is cramped. Updates for 2016 included a hands-free trunk opener, a fuel-saving stop/start system for the engine, and a slightly reworked interior. The V6 turbo engines gained 20 hp for 2018.

REDESIGN/FRESHENING:
2014

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. BSW and RCTW standard from 2019.

DRIVE WHEELS:
AWD; Rear

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	*	*	*	*	*	*	*	*	*	*
Engine, Major	*	*	*	*	*	*	*	*	*	*
Engine Minor	*	*	*	*	*	*	*	*	*	*
Engine Cooling	*	*	*	*	*	*	*	*	*	*
Trans. Major	*	*	*	*	*	*	*	*	*	*
Trans. Minor	*	*	*	*	*	*	*	*	*	*
Electric Motor										
EV Battery										
EV Charging										
Drive System	*	*	*	*	*	*	*	*	*	*
Fuel System	*	*	*	*	*	*	*	*	*	*
Electrical	*	*	*	*	*	*	*	*	*	*
Climate Syst.	*	*	*	*	*	*	*	*	*	*
Suspension	*	*	*	*	*	*	*	*	*	*
Brakes	*	*	*	*	*	*	*	*	*	*
Exhaust	*	*	*	*	*	*	*	*	*	*
Paint/Trim	*	*	*	*	*	*	*	*	*	*
Noises & Leaks	*	*	*	*	*	*	*	*	*	*
Body Hardware	*	*	*	*	*	*	*	*	*	*
Power Equip.	*	*	*	*	*	*	*	*	*	*
In-Car Electr.	*	*	*	*	*	*	*	*	*	*

PRICES

2014	$11,400 - $12,800
2015	$13,200 - $14,700
2016	$15,000 - $17,400
2017	$17,400 - $22,200
2018	$21,000 - $27,300
2019	$24,400 - $33,800
2020	$26,600 - $37,500
2021	$40,000 - $70,400
2022	$59,700 - $88,700
2023	$76,100 - $107,900

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	NT	NT
2015	Good	NT	NT
2016	Good	NT	NT
2017	Good	NT	NT
2018	Good	NT	NT
2019	Good	NT	NT
2020	Good	NT	NT
2021	Good	NT	NT
2022	Good	NT	NT
2023	Good	NT	NT

Mazda 3 ✓

The Mazda3 has responsive handling, a firm ride, and very good interior quality. The 2014 redesign kept the super-sharp handling, sprightly yet efficient engines, and smooth transmissions. Ride comfort takes a back seat to driver engagement and interior noise levels are a bit high, though a later update added noise insulation. The four-door sedan has a good sized trunk, while the harder-to-find hatchback offers more cargo flexibility. Mazda's 2019 redesign kept the 2.5-liter four-cylinder and six-speed transmissions, and all-wheel drive was added. Handling is still nimble but less sporty than past versions, and the firm suspension absorbs impacts well. The cabin is relatively quiet and nicely finished. The infotainment system became a bit more challenging to use. For 2021 a new 2.0-liter became the base engine, and the optional, much more powerful 2.5-liter turbo is coupled to all-wheel drive.

REDESIGN/FRESHENING: 2014, 2019

SAFETY EQUIPMENT: ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2018.

DRIVE WHEELS: AWD; Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	↑	!	↑	↑	!	↓	↓	↑	⇈	!
Engine, Major	⇈	⇈	⇈	⇈	⇈	⇈	⇊	⇈	⇈	⇈
Engine Minor	↑	↑	⇈	⇈	↑	⇊	↓	⇈	⇈	⇈
Engine Cooling	⇈	⇈	⇈	⇈	⇈	↑	⇈	⇈	⇈	⇈
Trans. Major	⇈	⇈	⇈	⇈	⇈	↑	⇈	⇈	⇈	⇈
Trans. Minor	⇈	↑	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Electric Motor										
EV Battery										
EV Charging										
Drive System	!	↑	⇈	⇈	↑	⇈	⇈	↑	⇈	!
Fuel System	⇈	↓	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Electrical	⇈	⇈	↑	⇈	⇈	⇈	↓	!	⇈	⇈
Climate Syst.	⇈	↑	⇈	⇈	⇈	↓	↓	⇈	⇈	⇈
Suspension	!	⇊	!	↑	⇊	⇈	⇈	↑	⇈	⇈
Brakes	↑	⇊	↑	⇊	↓	⇊	↓	⇈	⇈	⇈
Exhaust	⇈	!	⇈	↑	⇈	⇈	⇈	⇈	⇈	⇈
Paint/Trim	↑	↓	⇈	⇈	!	⇊	↓	↑	⇊	⇈
Noises & Leaks	⇈	↑	⇈	⇈	⇈	⇊	⇊	↑	⇈	⇈
Body Hardware	⇈	↓	⇈	!	↑	!	↓	⇈	⇈	⇈
Power Equip.	⇈	↑	↑	⇈	!	⇊	↓	!	⇈	⇈
In-Car Electr.	⇊	⇊	⇊	↓	↓	!	⇈	⇈	!	⇈

PRICES

2014	$8,200 - $12,500
2015	$9,200 - $13,400
2016	$11,600 - $15,200
2017	$12,700 - $15,900
2018	$13,500 - $18,000
2019	$16,300 - $22,500
2020	$17,000 - $23,600
2021	$17,000 - $27,200
2022	$18,300 - $29,800
2023	$20,200 - $31,800

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	Good	⇈/⇈
2015	Good	Good	⇈/⇈
2016	Good	Good	⇈/⇈
2017	Good	Good	⇈/⇈
2018	Good	Good	⇈/⇈
2019	Good	Good	NT
2020	Good	Good	⇈/⇈
2021	Good	Good	⇈/⇈
2022	Good	Good	⇈/⇈
2023	Good	Good	⇈/⇈

Mazda 6

While the Mazda6's ride was compliant and the brakes excellent, the four-cylinder engine lacked refinement, the V6 engine was thirsty, and the car scored Poor in the IIHS side-crash test without side airbags. A new Mazda6 arrived for 2014. We got an excellent 32 mpg overall from the smooth four-cylinder and six-speed automatic. Acceleration doesn't suffer for fuel economy, with the Mazda6 returning slightly above average performance. The car is also agile and capable in corners, with a taut but firm ride. However, the cabin is loud, particularly on the highway; updates for 2016 helped some. The well-finished cabin has supportive seats, although the rear seats are relatively tight for this class. The infotainment system's console-mounted knob takes some time to master. The major refresh for 2018 improved ride comfort and noise isolation, and included lots of standard active safety equipment. 2021 was the final year for the 6.

REDESIGN/FRESHENING: 2014, 2018

SAFETY EQUIPMENT: ABS, ESC, side and head protection air bags standard. FCW, AEB, and BSW standard from 2018.

DRIVE WHEELS: Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	!	↑	↑	↑	!	*	*	↓		
Engine, Major	⇈	⇈	!	⇈	!	*	*	⇈		
Engine Minor	⇈	!	↑	⇈	!	*	*	⇊		
Engine Cooling	⇈	⇈	⇈	⇈	⇈	*	*	⇈		
Trans. Major	⇈	!	⇈	↑	!	*	*	⇈		
Trans. Minor	↑	↑	⇈	⇈	↑	*	*	⇈		
Electric Motor										
EV Battery										
EV Charging										
Drive System	⇊	⇈	⇈	↑	⇈	*	*	⇈		
Fuel System	↓	↑	⇈	⇈	⇈	*	*	⇈		
Electrical	⇈	⇈	↑	⇈	⇈	*	*	⇈		
Climate Syst.	↑	↑	⇈	⇈	⇊	*	*	⇈		
Suspension	↓	⇈	↑	!	⇈	*	*	↓		
Brakes	!	↑	⇊	↓	↑	*	*	!		
Exhaust	!	↑	⇈	↑	⇈	*	*	⇈		
Paint/Trim	!	⇈	↑	⇈	⇊	*	*	!		
Noises & Leaks	!	!	!	↑	!	*	*	⇈		
Body Hardware	!	⇈	⇈	⇈	⇊	*	*	!		
Power Equip.	↓	!	⇈	⇊	⇈	*	*	↓		
In-Car Electr.	!	!	⇊	⇊	⇊	*	*	⇊		

PRICES

2014	$8,400 - $10,400
2015	$9,600 - $12,200
2016	$10,900 - $13,700
2017	$13,100 - $17,400
2018	$14,000 - $21,800
2019	$17,300 - $24,100
2020	$18,900 - $26,400
2021	$21,600 - $29,300
2022	-
2023	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	Accept.	↑/⇈
2015	Good	Accept.	↑/⇈
2016	Good	Good	⇈/⇈
2017	Good	Good	⇈/⇈
2018	Good	Good	⇈/⇈
2019	Good	Good	⇈/⇈
2020	Good	Good	⇈/⇈
2021	Good	Good	⇈/⇈
2022	-	-	-
2023	-	-	-

Mazda CX-3

Mazda's entry in the mini-utility segment is not as as wise a choice as other Mazda models even though it has agile, fun-to-drive handling; and good fuel economy. The ride is stiff, particularly on versions with the larger 18-inch wheels and tires. Noise levels are high. The CX-3 was available with front- or all-wheel drive, and the sole powertrain is a 2.0-liter four-cylinder and a six speed automatic. It's a smooth, willing mill but isn't overly powerful. The infotainment system includes a 7-inch center display screen and a rotary knob to control phone and audio functions, but it takes time to get familiar with its operation. The cabin is narrow and the rear seat is very tight. Cargo space is tiny. Updates for 2018 included lots of standard active safety features. 2021 was the final year for the CX-3.

REDESIGN/FRESHENING:	SAFETY EQUIPMENT:	DRIVE WHEELS:
2016	ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2018. BSW and RCTW standard from 2019.	AWD; Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability			!	*	*	!	*	*		
Engine, Major			⇈	*	*	⇈	*	*		
Engine Minor			⇊	*	*	⇈	*	*		
Engine Cooling			⇈	*	*	⇈	*	*		
Trans. Major			⇈	*	*	⇈	*	*		
Trans. Minor			⇈	*	*	⇈	*	*		
Electric Motor										
EV Battery										
EV Charging										
Drive System			!	*	*	⇈	*	*		
Fuel System			⇈	*	*	⇈	*	*		
Electrical			⇈	*	*	⇈	*	*		
Climate Syst.			⇊	*	*	⇈	*	*		
Suspension			↑	*	*	⇈	*	*		
Brakes			⇊	*	*	⇊	*	*		
Exhaust			⇊	*	*	⇈	*	*		
Paint/Trim			⇈	*	*	⇈	*	*		
Noises & Leaks			!	*	*	⇈	*	*		
Body Hardware			⇊	*	*	⇊	*	*		
Power Equip.			⇈	*	*	↓	*	*		
In-Car Electr.			⇊	*	*	⇊	*	*		

PRICES

2014	-
2015	-
2016	$11,800 - $14,300
2017	$12,900 - $16,000
2018	$14,300 - $17,400
2019	$15,700 - $19,400
2020	$17,200 - $18,000
2021	$19,200 - $19,800
2022	-
2023	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	-	-	-
2015	-	-	-
2016	Good	Good	⇈/⇈
2017	Good	Good	⇈/⇈
2018	Good	Good	⇈/⇈
2019	Good	Good	⇈/⇈
2020	Good	Good	⇈/⇈
2021	Good	Good	⇈/⇈
2022	-	-	-
2023	-	-	-

Mazda CX-30 ✓

Based on the Mazda3, the CX-30 fills the gap in price and size between the CX-3 and CX-5 SUVs. The standard powertrain is a 2.5-liter four-cylinder engine and six-speed automatic transmission. Front-wheel drive is standard, and all-wheel drive is optional. In everyday driving, acceleration feels tepid—wringing out more power requires a heavy foot on the accelerator. Fuel economy of 28 mpg overall is respectable. The CX-30 benefits from responsive handling, but its ride is rather firm and a bit jumpy, and the engine sounds raspy. The frustrating infotainment system requires multiple steps to complete simple tasks. The interior is well-trimmed but snug, especially the rear seat. Small side windows hurt outward visibility. Updates for 2021 included standard Android Auto and Apple CarPlay compatibility for all versions. There's also a new 2.5-liter turbo engine available, which comes with standard all-wheel drive.

REDESIGN/FRESHENING:	SAFETY EQUIPMENT:	DRIVE WHEELS:
2020	ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2020.	AWD; Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability							!	↓	⇈	⇈
Engine, Major							⇈	↓	⇈	⇈
Engine Minor							⇈	!	⇈	⇈
Engine Cooling							↑	⇈	⇈	⇈
Trans. Major							⇈	⇈	⇈	⇈
Trans. Minor							⇈	⇈	⇈	⇈
Electric Motor										
EV Battery										
EV Charging										
Drive System							⇈	↑	⇈	⇈
Fuel System							⇈	⇈	⇈	⇈
Electrical							⇈	↑	↑	⇈
Climate Syst.							↑	⇈	⇈	⇈
Suspension							↑	!	↑	⇈
Brakes							⇈	↑	⇈	⇈
Exhaust							⇈	⇈	⇈	⇈
Paint/Trim							⇈	⇈	⇈	⇈
Noises & Leaks							↓	↑	⇈	⇈
Body Hardware							↑	⇈	⇈	⇈
Power Equip.							⇊	↑	⇈	⇈
In-Car Electr.							!	!	!	!

PRICES

2014	-
2015	-
2016	-
2017	-
2018	-
2019	-
2020	$18,700 - $22,600
2021	$19,900 - $26,400
2022	$21,500 - $28,300
2023	$22,500 - $30,800

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	-	-	-
2018	-	-	-
2019	-	-	-
2020	Good	Good	⇈/⇈
2021	Good	Good	⇈/⇈
2022	Good	Good	⇈/⇈
2023	Good	Good	⇈/⇈

Mazda CX-5 ✓

The CX-5 has agile handling, with quick, well-weighted steering that makes the CX-5 fun in corners. But we found the ride to be choppy and the cabin is loud. Both the 2.0-liter and the more powerful and responsive 2.5-liter engines returned an impressive 25 mpg overall in our tests. The six-speed automatic is smooth. The interior is roomy and versatile, and the controls are simple to use. Recent models have a rotary knob and a screen on the dash, but it takes some time to get used to it. It's easy to find upscale features on the Grand Touring version. Updates for 2019 included a new top-shelf Signature model, which adds special leather trim, and a 227-hp turbo four-cylinder. AEB with pedestrian detection became standard for 2020. Updates for 2021 included a new infotainment system, but users must adjust audio and infotainment features with steering wheel controls or the rotary dial and buttons mounted between the front seats.

REDESIGN/FRESHENING:
2013, 2017

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2017. BSW and RCTW standard from 2018.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	!	!	↑	!	!	↓	!	↑	↑	↑
Engine, Major	⇈	⇈	⇈	⇈	↓	↓	⇈	!	⇈	⇈
Engine Minor	↓	⇈	⇈	⇈	↑	⇈	⇈	↑	⇈	⇈
Engine Cooling	↑	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Trans. Major	⇈	↑	⇈	⇈	⇈	↑	⇈	⇈	⇈	⇈
Trans. Minor	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Electric Motor										
EV Battery										
EV Charging										
Drive System	!	↑	⇈	⇊	⇈	↑	⇈	⇈	⇈	⇈
Fuel System	⇈	⇈	⇈	!	⇈	⇈	↑	⇈	⇈	⇈
Electrical	⇈	⇈	⇈	↑	⇈	⇈	⇈	⇈	⇈	⇈
Climate Syst.	⇈	↑	↑	⇈	⇈	↑	⇈	⇈	⇈	⇈
Suspension	↓	⇊	↑	↓	⇈	↑	⇈	⇈	⇈	⇈
Brakes	!	⇊	⇊	↑	!	⇊	↓	⇈	⇈	⇈
Exhaust	↓	!	↑	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Paint/Trim	↑	↑	↑	↓	↑	↑	!	↑	⇈	⇈
Noises & Leaks	!	⇈	↑	↑	⇈	↑	↑	⇈	↑	⇈
Body Hardware	⇈	⇈	↓	↑	⇈	↑	↑	↑	⇈	⇈
Power Equip.	!	↑	↑	↑	↑	↑	!	⇈	↑	⇈
In-Car Electr.	!	↑	⇊	⇊	!	↓	!	↑	!	↑

PRICES

2014	$10,000 - $11,800
2015	$11,400 - $13,100
2016	$12,700 - $14,300
2017	$14,400 - $17,000
2018	$15,600 - $18,400
2019	$17,100 - $21,700
2020	$18,300 - $24,200
2021	$20,100 - $26,400
2022	$23,100 - $31,300
2023	$25,400 - $33,200

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	Good	⇈/⇈
2015	Good	Good	⇈/⇈
2016	Good	Good	↑/⇈
2017	Good	Good	⇈/⇈
2018	Good	Good	⇈/⇈
2019	Good	Good	⇈/⇈
2020	Good	Good	⇈/⇈
2021	Good	Good	⇈/⇈
2022	Good	Good	⇈/⇈
2023	Good	Good	⇈/⇈

Mazda CX-9 ✓

This hidden gem is quiet, agile, and has an attractive interior. The third-row seat is small but relatively easy to access. The ride is firm and steady, yet comfortable. It uses a smooth, refined 3.7-liter V6. Look for a 2016 model or later, which has better crash-test results. This generation has a 2.5-liter turbo four-cylinder mated to a smooth six-speed automatic. We got an impressive 22 mpg overall. The SUV's nimble handling makes it feel like a smaller vehicle. The ride is very comfortable, and the cabin is commendably quiet. The interior is well-finished, particularly on high-end trims, and features comfortable seats, but the cockpit is snug and power-seat adjustments are limited. Mazda's dial-controlled infotainment system takes time to master. Slight suspension tweaks and noise reduction measures were also new. Updates for 2021 included a new infotainment system, but we found it more difficult to use. The CX-9 was replaced by the CX-90 after 2023.

REDESIGN/FRESHENING:
2007, 2016

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW, AEB, BSW, and RCTW standard from 2018.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	*	*	!	*	↑	!	↑	!	⇈	⇊
Engine, Major	*	*	⇊	*	↑	⇈	⇈	!	⇈	⇈
Engine Minor	*	*	⇊	*	⇈	⇈	⇈	!	⇈	⇈
Engine Cooling	*	*	⇈	*	⇈	⇈	⇈	⇈	⇈	⇈
Trans. Major	*	*	⇈	*	⇈	↓	⇈	↑	⇈	!
Trans. Minor	*	*	⇈	*	⇈	⇈	↓	⇈	⇈	⇈
Electric Motor										
EV Battery										
EV Charging										
Drive System	*	*	!	*	⇈	↑	↑	↑	⇈	⇊
Fuel System	*	*	⇈	*	⇈	⇈	⇈	⇈	⇈	⇈
Electrical	*	*	⇈	*	⇈	⇈	⇈	↑	⇈	⇈
Climate Syst.	*	*	↑	*	⇈	!	↓	⇈	⇈	⇈
Suspension	*	*	↑	*	⇈	⇈	↑	⇈	⇈	⇈
Brakes	*	*	↑	*	!	!	⇈	↑	⇈	!
Exhaust	*	*	⇈	*	!	⇈	⇈	⇈	⇈	⇈
Paint/Trim	*	*	↓	*	↑	↑	⇈	↑	!	⇈
Noises & Leaks	*	*	↓	*	⇈	⇊	↑	⇈	⇈	⇈
Body Hardware	*	*	↓	*	⇊	⇈	⇈	⇈	!	⇈
Power Equip.	*	*	↑	*	⇈	↑	⇈	!	⇈	⇈
In-Car Electr.	*	*	⇊	*	↓	↓	↑	↑	↑	↑

PRICES

2014	$8,500 - $11,000
2015	$9,600 - $12,100
2016	$12,300 - $16,800
2017	$13,400 - $19,500
2018	$16,400 - $22,300
2019	$19,100 - $26,100
2020	$21,500 - $28,200
2021	$25,300 - $31,600
2022	$27,900 - $34,000
2023	$29,600 - $35,200

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	Poor	!/⇈
2015	Good	Poor	!/⇈
2016	NT	NT	NT
2017	Good	Good	NT
2018	Good	Good	↑/⇈
2019	Good	Good	↑/⇈
2020	Good	Good	↑/⇈
2021	Good	Good	↑/⇈
2022	Good	Good	↑/⇈
2023	Good	Good	↑/⇈

Mazda MX-5 Miata ✓

The Miata is a fun-to-drive weekend toy, with a smooth-shifting manual transmission. Zesty performance, super-nimble handling, and precise steering have always made this car enjoyable. You can easily raise and lower the top manually from the driver's seat. A power retractable hardtop is also available. The ride is tolerable, but the constant road and engine noise can get tiring. Be prepared to travel light given the tight quarters and have some dexterity to get in and out of the low cabin. The 2016 redesign took the Miata back to its roots somewhat. It's shorter and lighter than the model it replaces, which helps the 155-hp, 2.0-liter four-cylinder quickly scoot the roadster along. Handling is sublime, but the ride is still stiff and the seats lack support. Beginning with the 2017 model year, a retractable-hardtop fastback version, called MX-5 RF, was added to the lineup. For 2019, horsepower jumped from 155 to 181.

REDESIGN/FRESHENING:
2006, 2016

SAFETY EQUIPMENT:
ABS, ESC, and side air bags standard. FCW, AEB, and BSW standard from 2020.

DRIVE WHEELS:
Rear

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	*	*	↑	⇈	*	⇈	↑	⇈	!	*
Engine, Major	*	*	⇈	⇈	*	⇈	⇈	⇈	⇈	*
Engine Minor	*	*	⇈	⇈	*	⇈	⇈	⇈	⇈	*
Engine Cooling	*	*	⇈	⇈	*	⇈	⇈	⇈	⇈	*
Trans. Major	*	*	!	⇈	*	⇈	⇈	⇈	⇈	*
Trans. Minor	*	*	⇈	↑	*	⇈	⇈	⇈	!	*
Electric Motor										
EV Battery										
EV Charging										
Drive System	*	*	⇈	⇈	*	⇈	⇈	⇈	⇈	*
Fuel System	*	*	⇈	⇈	*	⇈	⇈	⇈	⇈	*
Electrical	*	*	⇈	⇈	*	⇈	⇈	⇈	⇈	*
Climate Syst.	*	*	!	⇈	*	⇈	!	⇈	⇈	*
Suspension	*	*	⇈	⇈	*	⇈	⇈	⇈	⇈	*
Brakes	*	*	⇈	⇈	*	⇈	⇈	⇈	⇊	*
Exhaust	*	*	⇈	↑	*	⇈	⇈	⇈	⇈	*
Paint/Trim	*	*	⇊	⇈	*	⇊	!	⇈	⇈	*
Noises & Leaks	*	*	!	⇊	*	↑	⇈	⇈	⇈	*
Body Hardware	*	*	↓	⇈	*	⇈	!	⇈	⇈	*
Power Equip.	*	*	↑	⇈	*	⇈	⇈	⇈	⇈	*
In-Car Electr.	*	*	!	!	*	⇈	⇊	⇊	⇊	*

PRICES

2014	$14,400 - $17,300
2015	$15,300 - $18,800
2016	$16,100 - $18,300
2017	$16,900 - $21,500
2018	$17,700 - $22,900
2019	$18,200 - $24,500
2020	$19,200 - $25,900
2021	$19,900 - $27,200
2022	$21,400 - $30,300
2023	$22,700 - $33,100

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	NT	NT	NT
2015	NT	NT	NT
2016	NT	NT	NT
2017	NT	NT	NT
2018	NT	NT	NT
2019	NT	NT	NT
2020	NT	NT	NT
2021	NT	NT	NT
2022	NT	NT	NT
2023	NT	NT	NT

Mercedes-Benz A-Class

The A-Class compact sedan is Mercedes' most affordable entry. It came with either front- or all-wheel drive and is powered by a 188-hp, 2.0-liter turbocharged four-cylinder engine that's mated to a seven-speed dual-clutch automatic transmission. This combo is noticeably hesitant off the line, but once underway it delivers good power for most situations. Handling is quite nimble but the ride is overly stiff. While the front seats are comfortable, adults won't want to sit in the tight rear seat for long. Fit and finish throughout the cabin is very good, but Mercedes' latest infotainment system is distracting to use, and it's too easy to accidentally brush the small, touch-sensitive buttons on the steering wheel. 2022 was the final year for the A-Class.

REDESIGN/FRESHENING:
2019

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard. BSW standard from 2021.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability						*	*	*	*	
Engine, Major						*	*	*	*	
Engine Minor						*	*	*	*	
Engine Cooling						*	*	*	*	
Trans. Major						*	*	*	*	
Trans. Minor						*	*	*	*	
Electric Motor										
EV Battery										
EV Charging										
Drive System						*	*	*	*	
Fuel System						*	*	*	*	
Electrical						*	*	*	*	
Climate Syst.						*	*	*	*	
Suspension						*	*	*	*	
Brakes						*	*	*	*	
Exhaust						*	*	*	*	
Paint/Trim						*	*	*	*	
Noises & Leaks						*	*	*	*	
Body Hardware						*	*	*	*	
Power Equip.						*	*	*	*	
In-Car Electr.						*	*	*	*	

PRICES

2014	-
2015	-
2016	-
2017	-
2018	-
2019	$23,900 - $87,400
2020	$26,200 - $26,900
2021	$29,900 - $37,300
2022	$34,400 - $35,700
2023	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	-	-	-
2018	-	-	-
2019	NT	NT	NT
2020	NT	NT	NT
2021	NT	NT	NT
2022	NT	NT	NT
2023	-	-	-

Mercedes-Benz C-Class

Just about every C-Class we've tested has been smooth, quick, quiet, and comfortable. We liked the 2012 C250 with the polished turbo four-cylinder, but some of the controls are illogical. The redesigned 2015 C-Class was a major upgrade with a luxurious ride, nimble handling, and impressively furnished interior, but controls remained complicated. For 2017, both coupe and convertible models joined the line. A new nine-speed automatic replaced the seven-speed unit for 2018. A refreshed 2019 C-Class included safety and technology updates, and more power. Changes for the 2020 model year included a new C350e plug-in hybrid model, and a larger 10-inch infotainment screen. The redesigned 2022 version features a smooth and punchy turbo four-cylinder, sharp handling, a beautiful cabin, comfortable front seats, and improved fuel economy of 29 mpg overall. But the overly-complicated controls and spongy brake pedal mar the experience.

REDESIGN/FRESHENING:
2008, 2015, 2022

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. AEB standard from 2016; FCW from 2019; BSW from 2020.

DRIVE WHEELS:
AWD; Rear

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	!	↓	↓	↓	⇊	↓	↓	!	*	*
Engine, Major	!	⇈	⇈	⇊	↑	⇊	⇈	⇈	*	*
Engine Minor	!	!	⇈	↓	↑	!	!	⇈	*	*
Engine Cooling	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	*	*
Trans. Major	⇈	⇈	!	⇈	⇈	⇈	⇈	⇈	*	*
Trans. Minor	⇊	⇈	⇈	⇈	⇈	⇈	⇈	⇈	*	*
Electric Motor										
EV Battery										
EV Charging										
Drive System	⇈	⇊	⇊	⇊	⇊	⇈	!	⇈	*	*
Fuel System	⇈	⇊	⇊	⇊	↑	⇈	!	⇈	*	*
Electrical	↓	⇈	⇈	⇈	↑	⇈	⇈	⇈	*	*
Climate Syst.	⇈	!	⇈	↑	↑	⇊	!	!	*	*
Suspension	⇈	!	⇊	!	⇊	↑	⇈	⇈	*	*
Brakes	!	⇈	⇈	!	⇊	⇊	⇊	⇈	*	*
Exhaust	!	⇈	⇈	⇈	⇈	⇈	⇈	⇈	*	*
Paint/Trim	⇊	⇊	⇈	↑	↓	⇈	⇊	!	*	*
Noises & Leaks	↑	↓	⇊	⇈	⇊	⇊	!	⇈	*	*
Body Hardware	⇈	⇊	⇊	⇊	⇊	⇈	⇊	!	*	*
Power Equip.	⇊	↓	↓	⇊	↓	↑	⇈	⇊	*	*
In-Car Electr.	⇈	⇈	↓	⇈	↑	⇈	⇈	↓	*	*

PRICES

2014	$9,000 - $19,600
2015	$13,000 - $26,400
2016	$14,300 - $28,300
2017	$16,800 - $41,300
2018	$19,400 - $47,900
2019	$24,000 - $58,100
2020	$28,400 - $65,500
2021	$31,700 - $71,100
2022	$39,300 - $80,800
2023	$44,900 - $93,600

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	Marg.	↑/⇈
2015	Good	Good	↑/⇈
2016	Good	Good	↑/⇈
2017	Good	Good	↑/⇈
2018	Good	Good	↑/⇈
2019	Good	Good	↑/⇈
2020	Good	Good	↑/⇈
2021	Good	Good	↑/⇈
2022	Good	Good	NT
2023	Good	Good	NT

Mercedes-Benz CLA

The sleek CLA250 is Mercedes' entry-level, compact, four-door coupe. It has a nicely-finished cabin and gets a respectable 28 mpg overall. But the 2.0-liter turbo four-cylinder and seven-speed automatic lack refinement. It's quick, but power delivery is uneven. While fairly agile, the car rides stiffly. The cabin is noisy and cramped, especially in the rear, and the view out is seriously impaired. All-wheel drive is optional. The 2017 models get a standard backup camera, Android Auto capabilities added to the infotainment system, and minor interior and exterior styling updates. The redesigned 2020 model is better. It has a 2.0-liter four-cylinder turbo engine and a dual-clutch seven-speed automatic. Acceleration feels a bit hesitant in around-town driving, but there's decent power. Handling is quite nimble, but the ride is stiff. The interior is nicely finished and the front seats are supportive, the rear seat isn't as bad as the first generation, though it's hard to access. We found the infotainment system quite tricky to use.

REDESIGN/FRESHENING:
2014, 2020

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. AEB standard from 2016; FCW from 2019; BSW from 2020.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	*	*	*	*	*	*	*	*	*	*
Engine, Major	*	*	*	*	*	*	*	*	*	*
Engine Minor	*	*	*	*	*	*	*	*	*	*
Engine Cooling	*	*	*	*	*	*	*	*	*	*
Trans. Major	*	*	*	*	*	*	*	*	*	*
Trans. Minor	*	*	*	*	*	*	*	*	*	*
Electric Motor										
EV Battery										
EV Charging										
Drive System	*	*	*	*	*	*	*	*	*	*
Fuel System	*	*	*	*	*	*	*	*	*	*
Electrical	*	*	*	*	*	*	*	*	*	*
Climate Syst.	*	*	*	*	*	*	*	*	*	*
Suspension	*	*	*	*	*	*	*	*	*	*
Brakes	*	*	*	*	*	*	*	*	*	*
Exhaust	*	*	*	*	*	*	*	*	*	*
Paint/Trim	*	*	*	*	*	*	*	*	*	*
Noises & Leaks	*	*	*	*	*	*	*	*	*	*
Body Hardware	*	*	*	*	*	*	*	*	*	*
Power Equip.	*	*	*	*	*	*	*	*	*	*
In-Car Electr.	*	*	*	*	*	*	*	*	*	*

PRICES

2014	$10,900 - $16,200
2015	$12,500 - $18,600
2016	$13,800 - $23,000
2017	$15,400 - $25,700
2018	$17,900 - $30,600
2019	$21,300 - $35,100
2020	$29,000 - $44,000
2021	$32,300 - $49,200
2022	$36,300 - $54,300
2023	$40,600 - $58,800

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	NT	NT	NT
2015	NT	NT	NT
2016	NT	NT	NT
2017	NT	NT	NT
2018	NT	NT	NT
2019	NT	NT	NT
2020	NT	NT	NT
2021	NT	NT	NT
2022	NT	NT	NT
2023	NT	NT	NT

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Mercedes-Benz CLS

The CLS sedan combines swoopy, coupe-like styling with four doors. But the low roof, small windows, and reduced interior space compromise access, visibility, and rear-seat room. For 2012 the car was extensively freshened, with a 4.6-liter twin-turbo V8 becoming standard. It's a highly-capable sporty sedan, with excellent interior fit and finish. The quick steering offers good feedback, and handling is capable but not really sporty. The ride is mostly steady, but some side-to-side motions are annoying. Noise levels in the cabin are hushed, but the controls are complicated. For 2019 the redesigned third-generation debuted and continued to rely on the same recipe: a sleek, low-slung sport sedan with some compromised visibility and cabin access. Fit and finish is excellent, but the controls are complicated. The base engine is a 362-hp turbocharged six-cylinder engine, marking Mercedes-Benz's return to an inline six-cylinder. 2023 was the CLS' final year.

REDESIGN/FRESHENING:
2006, 2012, 2019

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW, AEB, and BSW standard from 2019.

DRIVE WHEELS:
AWD; Rear

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	*	*	*	*	*	*	*	*	*	*
Engine, Major	*	*	*	*	*	*	*	*	*	*
Engine Minor	*	*	*	*	*	*	*	*	*	*
Engine Cooling	*	*	*	*	*	*	*	*	*	*
Trans. Major	*	*	*	*	*	*	*	*	*	*
Trans. Minor	*	*	*	*	*	*	*	*	*	*
Electric Motor										
EV Battery										
EV Charging										
Drive System	*	*	*	*	*	*	*	*	*	*
Fuel System	*	*	*	*	*	*	*	*	*	*
Electrical	*	*	*	*	*	*	*	*	*	*
Climate Syst.	*	*	*	*	*	*	*	*	*	*
Suspension	*	*	*	*	*	*	*	*	*	*
Brakes	*	*	*	*	*	*	*	*	*	*
Exhaust	*	*	*	*	*	*	*	*	*	*
Paint/Trim	*	*	*	*	*	*	*	*	*	*
Noises & Leaks	*	*	*	*	*	*	*	*	*	*
Body Hardware	*	*	*	*	*	*	*	*	*	*
Power Equip.	*	*	*	*	*	*	*	*	*	*
In-Car Electr.	*	*	*	*	*	*	*	*	*	*

PRICES

2014	$15,800 - $22,900
2015	$18,000 - $29,300
2016	$19,400 - $31,800
2017	$22,300 - $38,400
2018	$32,900 - $46,000
2019	$37,900 - $45,300
2020	$45,800 - $53,900
2021	$53,200 - $63,700
2022	$63,400 - $63,400
2023	$72,600 - $72,600

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	NT	NT	NT
2015	NT	NT	NT
2016	NT	NT	NT
2017	NT	NT	NT
2018	NT	NT	NT
2019	NT	NT	NT
2020	NT	NT	NT
2021	NT	NT	NT
2022	NT	NT	NT
2023	NT	NT	NT

Mercedes-Benz E-Class ✓

The E-Class is usually among the best cars CR tests, traditionally combining a first-class cabin with agile handling and a smooth ride. However, we didn't find the 2010 redesign as impressive as its predecessor. Handling is capable, but the steering isn't as communicative as it used to be. Subsequent updates, including a revised suspension, moved the car back to benchmark status. A frugal 2.1-liter four-cylinder diesel returned 30 mpg overall in our tests. Interior accommodations are plush, with comfortable and supportive seats, excellent fit and finish, and a large trunk. The Luxury trim is the one to go for, because the Sport has an overly-firm ride. A convertible, wagon, and coupe are offered. Note that the infotainment system on newer model years is distracting and unintuitive. Changes for 2020 included a bump to 255 hp for the entry-level E350. The 2024 model gets a complete redesign.

REDESIGN/FRESHENING:
2007, 2010, 2017, 2024

SAFETY EQUIPMENT:
ABS, ESC, front and rear side, and head protection air bags std. FCW and AEB std. from 2017. BSW std. from 2020.

DRIVE WHEELS:
AWD; Rear

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	○	○	○	↑	○	↑	↓	○	↑	*
Engine, Major	↓	⇈	↑	⇈	⇈	⇈	⇈	⇈	⇈	*
Engine Minor	⇊	⇊	↓	⇈	⇈	⇈	⇈	↓	⇈	*
Engine Cooling	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	*
Trans. Major	○	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	*
Trans. Minor	○	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	*
Electric Motor										
EV Battery										
EV Charging										
Drive System	↑	⇈	⇈	⇈	⇊	⇈	⇊	⇈	⇈	*
Fuel System	↑	⇊	⇈	○	⇈	↑	⇈	⇈	⇈	*
Electrical	⇈	⇈	↑	⇈	⇈	⇈	⇈	⇈	⇈	*
Climate Syst.	⇈	↑	⇈	⇈	⇈	⇊	⇈	↓	○	*
Suspension	↑	⇈	↑	⇈	⇊	⇈	⇊	⇈	⇊	*
Brakes	↑	↓	○	⇊	⇈	⇈	⇈	↓	⇈	*
Exhaust	⇈	⇊	↑	⇈	⇈	⇈	⇈	⇈	⇈	*
Paint/Trim	↓	↓	⇊	⇈	⇊	↑	○	⇈	⇈	*
Noises & Leaks	⇊	⇈	⇈	↓	⇊	⇈	⇈	⇈	⇊	*
Body Hardware	⇊	⇊	↓	↑	⇊	↑	⇊	↓	⇈	*
Power Equip.	↑	⇊	↓	↑	↑	↑	⇊	↓	⇈	*
In-Car Electr.	↑	↑	⇊	↑	↑	↓	⇊	⇊	⇈	*

PRICES

2014	$12,000 - $40,000
2015	$13,800 - $41,400
2016	$15,100 - $43,000
2017	$18,000 - $34,800
2018	$21,900 - $69,200
2019	$26,100 - $78,600
2020	$32,000 - $86,600
2021	$37,200 - $90,200
2022	$43,800 - $72,900
2023	$51,700 - $115,300

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	Good	↑/⇈
2015	Good	Good	↑/⇈
2016	Good	Good	↑/⇈
2017	Good	Good	⇈/⇈
2018	Good	Good	⇈/⇈
2019	Good	Good	⇈/⇈
2020	Good	Good	⇈/⇈
2021	Good	Good	⇈/⇈
2022	Good	Good	⇈/⇈
2023	Good	Good	⇈/⇈

Mercedes-Benz GLA

The GLA is essentially a raised wagon version of the CLA sedan. It got 26 mpg overall from the 2.0-liter turbo four-cylinder. But the seven-speed dual-clutch automatic is unrefined and, combined with the engine's turbo lag, makes the GLA feel lethargic despite its quick acceleration times. Handling is fairly agile, but the ride is stiff, and the cabin is loud. Visibility, particularly to the rear, is poor. A front-drive version and a high-performance 375-hp GLA45 are available. The GLA was redesigned for 2021 and power comes from a 221-hp turbocharged four-cylinder engine mated to an eight-speed dual-clutch automatic. It's a quick car despite some initial hesitation during rolling stops. Fuel economy is commendable, at 27 mpg overall. The solid, substantial GLA feels taut and agile on the road, but the ride skews firm. The seats are comfortable and supportive and fit and finish is impressive. We found the elaborate infotainment system too distracting.

REDESIGN/FRESHENING:
2015, 2021

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. AEB standard from 2016; FCW from 2020; BSW from 2021.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability		*	*	*	*	*	*	*	*	*
Engine, Major		*	*	*	*	*	*	*	*	*
Engine Minor		*	*	*	*	*	*	*	*	*
Engine Cooling		*	*	*	*	*	*	*	*	*
Trans. Major		*	*	*	*	*	*	*	*	*
Trans. Minor		*	*	*	*	*	*	*	*	*
Electric Motor										
EV Battery										
EV Charging										
Drive System		*	*	*	*	*	*	*	*	*
Fuel System		*	*	*	*	*	*	*	*	*
Electrical		*	*	*	*	*	*	*	*	*
Climate Syst.		*	*	*	*	*	*	*	*	*
Suspension		*	*	*	*	*	*	*	*	*
Brakes		*	*	*	*	*	*	*	*	*
Exhaust		*	*	*	*	*	*	*	*	*
Paint/Trim		*	*	*	*	*	*	*	*	*
Noises & Leaks		*	*	*	*	*	*	*	*	*
Body Hardware		*	*	*	*	*	*	*	*	*
Power Equip.		*	*	*	*	*	*	*	*	*
In-Car Electr.		*	*	*	*	*	*	*	*	*

PRICES

2014	-
2015	$11,500 - $17,000
2016	$12,800 - $18,900
2017	$14,400 - $21,000
2018	$16,200 - $24,000
2019	$19,600 - $29,000
2020	$22,700 - $24,100
2021	$27,600 - $39,200
2022	$31,800 - $44,800
2023	$34,700 - $49,600

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	-	-	-
2015	NT	NT	NT
2016	NT	NT	NT
2017	NT	NT	NT
2018	NT	NT	NT
2019	NT	NT	NT
2020	NT	NT	NT
2021	NT	NT	NT
2022	NT	NT	NT
2023	NT	NT	NT

Mercedes-Benz GLB

The GLB compact SUV slots between Mercedes' GLA and the GLC. The GLB is boxier than those SUVs, with a square, upright stance. Despite its compact dimensions, the GLB offers an optional, albeit tight, third-row seat. Fortunately, the 2.0-liter turbo four-cylinder powertrain is more responsive than it is in its A-Class and CLA platform mates, and its eight-speed dual-clutch automati is much better than the seven-speed in those models. We got a respectable 26 mpg overall in our tests. The GLB feels light on its feet and responsive in corners. The ride is firm, but steady and controlled. The cabin is well finished and quiet, with very good visibility, generous passenger and cargo room, and it's easy to get in and out of. Although the infotainment system is very capable and dazzling in appearance, we found it cumbersome to use. The GLB comes with either front- or all-wheel drive.

REDESIGN/FRESHENING:
2020

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2020. BSW standard from 2021.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability							*	*	*	*
Engine, Major							*	*	*	*
Engine Minor							*	*	*	*
Engine Cooling							*	*	*	*
Trans. Major							*	*	*	*
Trans. Minor							*	*	*	*
Electric Motor										
EV Battery										
EV Charging										
Drive System							*	*	*	*
Fuel System							*	*	*	*
Electrical							*	*	*	*
Climate Syst.							*	*	*	*
Suspension							*	*	*	*
Brakes							*	*	*	*
Exhaust							*	*	*	*
Paint/Trim							*	*	*	*
Noises & Leaks							*	*	*	*
Body Hardware							*	*	*	*
Power Equip.							*	*	*	*
In-Car Electr.							*	*	*	*

PRICES

2014	-
2015	-
2016	-
2017	-
2018	-
2019	-
2020	$26,900 - $28,000
2021	$30,600 - $39,500
2022	$35,300 - $45,100
2023	$38,700 - $51,300

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	-	-	-
2018	-	-	-
2019	-	-	-
2020	NT	NT	NT
2021	NT	NT	▲/⏫
2022	NT	NT	▲/⏫
2023	NT	NT	▲/⏫

⇊ ↓ I ↑ ⇈ WORSE — BETTER ✓ GOOD BET

Mercedes-Benz GLC

Based on the C-Class, the rounded GLC has a quiet and plush cabin that also features Mercedes' complex infotainment system. The 241-hp, 2.0-liter turbo four-cylinder delivers ample power, and is matched to a smooth-shifting nine-speed automatic. Overall fuel economy was 22 mpg. The GLC rides smoothly and handles with athleticism. The seats are very comfortable all around, although the rear seats are a bit snug. A freshened 2020 model brought more power, an updated infotainment system, and added active safety features. The redesigned 2023 model remains a competitive compact luxury SUV, with a good 26 mpg overall, a quiet and well-made cabin, and comfortable seats. After an initial delay of power from a stop, the 255-hp, 2.0-liter turbo four-cylinder packs strong smooth power, with just an occasional bumpy downshift from the nine-speed automatic. Sadly, ride comfort has taken a step back, and the driving experience is ultimately marred by hard-to-master touch-sensitive controls.

REDESIGN/FRESHENING: 2016, 2023

SAFETY EQUIPMENT: ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2016. BSW standard from 2020.

DRIVE WHEELS: AWD; Rear

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability			↑	↓	↓	↓	↓	I	↓	*
Engine, Major			⇈	⇊	⇊	⇈	⇊	↑	⇈	*
Engine Minor			↓	↓	⇈	⇊	↑	⇈	⇊	*
Engine Cooling			⇈	⇊	⇈	⇈	⇈	⇈	↑	*
Trans. Major			⇈	⇈	↓	⇊	⇈	⇈	⇈	*
Trans. Minor			↓	⇈	⇈	↓	⇈	⇈	↑	*
Electric Motor										
EV Battery										
EV Charging										
Drive System			⇈	⇊	⇈	⇈	⇈	⇈	⇈	*
Fuel System			⇊	↑	↑	⇈	⇈	↑	⇊	*
Electrical			⇈	⇊	↑	⇈	↓	⇈	⇈	*
Climate Syst.			⇈	⇈	I	⇊	↑	⇈	⇈	*
Suspension			⇈	↓	⇊	⇊	↑	↑	↑	*
Brakes			I	↓	⇊	⇊	⇊	↑	⇈	*
Exhaust			⇈	↓	⇈	⇈	⇈	⇈	⇈	*
Paint/Trim			⇈	⇈	⇈	⇈	⇈	⇈	↑	*
Noises & Leaks			I	↑	⇈	↑	I	⇊	↑	*
Body Hardware			↓	⇊	↓	↓	I	⇊	↑	*
Power Equip.			I	↑	I	⇈	↑	I	↓	*
In-Car Electr.			↑	⇈	⇊	⇈	↓	↓	↑	*

PRICES

2014	-
2015	-
2016	$14,500 - $15,900
2017	$17,000 - $28,900
2018	$18,700 - $33,700
2019	$22,500 - $52,800
2020	$27,900 - $59,300
2021	$31,500 - $69,000
2022	$36,200 - $78,100
2023	$39,800 - $71,300

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	-	-	-
2015	-	-	-
2016	Good	Good	NT
2017	Good	Good	NT
2018	Good	Good	⇈/⇈
2019	Good	Good	⇈/⇈
2020	Good	Good	⇈/⇈
2021	Good	Good	⇈/⇈
2022	Good	Good	⇈/⇈
2023	NT	NT	NT

Mercedes-Benz GLE

This capable and luxurious midsized SUV came with a 3.5-liter V6 that delivers smooth acceleration and 18 mpg overall. Supple and composed, the GLE rides well and is quiet inside. Steering response is quick but comes up short on feedback and precision. Emergency handling reaches its limits at modest speeds. First-rate fit and finish, and well-padded seats are interior highlights, but the infotainment system is complex. The redesigned 2020 model is very quiet and impeccably finished inside. The up-level GLE450 has a powerful 3.0-liter turbo six-cylinder engine that returned 20 mpg overall in our tests. The standard engine is a 255-hp turbo four-cylinder. The GLE rides comfortably, but handling is rather dull. Its new infotainment system has a wide display that houses the instrument panel and the center screen for the audio and navigation systems. These can be changed through the touchscreen, touchpad, or steering-wheel, touch-sensitive controls. It's distracting to use, even with the voice commands.

REDESIGN/FRESHENING: 2016, 2020

SAFETY EQUIPMENT: ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2016. BSW standard from 2020.

DRIVE WHEELS: AWD; Rear

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability			I	↓	↓	*	↓	I	↓	*
Engine, Major			⇈	⇊	⇈	*	⇈	I	⇈	*
Engine Minor			↓	⇊	⇊	*	⇈	⇈	⇈	*
Engine Cooling			⇈	⇈	⇈	*	⇈	⇈	⇈	*
Trans. Major			⇈	⇈	⇊	*	⇈	⇈	⇈	*
Trans. Minor			⇈	⇈	⇈	*	⇈	⇈	⇈	*
Electric Motor										
EV Battery										
EV Charging										
Drive System			⇊	⇈	⇊	*	⇈	⇈	⇈	*
Fuel System			⇊	⇈	⇊	*	⇈	⇈	⇈	*
Electrical			↓	⇊	⇈	*	⇈	⇈	⇈	*
Climate Syst.			↑	↑	⇈	*	⇊	I	⇊	*
Suspension			↑	I	↑	*	⇈	⇈	I	*
Brakes			I	⇊	⇊	*	↑	↓	⇈	*
Exhaust			⇈	⇈	⇈	*	⇈	⇈	⇈	*
Paint/Trim			⇈	⇊	⇈	*	↑	I	I	*
Noises & Leaks			⇈	↓	⇈	*	⇊	⇈	⇊	*
Body Hardware			⇈	⇊	⇈	*	↓	⇊	⇊	*
Power Equip.			↑	↓	⇊	*	⇊	⇊	⇊	*
In-Car Electr.			⇊	⇊	⇈	*	↓	I	↑	*

PRICES

2014	-
2015	-
2016	$17,100 - $38,500
2017	$18,600 - $42,100
2018	$21,600 - $46,300
2019	$26,700 - $58,200
2020	$37,700 - $54,200
2021	$43,500 - $96,500
2022	$51,400 - $106,300
2023	$60,100 - $117,700

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	-	-	-
2015	-	-	-
2016	Good	Good	NT
2017	Good	Good	NT
2018	Good	Good	NT
2019	Good	Good	NT
2020	Good	Good	NT
2021	Good	Good	⇈/⇈
2022	Good	Good	⇈/⇈
2023	Good	Good	⇈/⇈

Mercedes-Benz GLS

Mercedes' seven-passenger GL was plush and quiet, with supportive seats and a third-row seat that was roomy enough for adults. It had a steady and comfortable ride, but the GL proved very clumsy when pushed to its handling limits. Engines include a 362-hp, 3.0-liter twin-turbo V6; and a 4.7-liter V8 that puts out 449 hp. The 2017 freshening saw the SUV renamed as the GLS. It came with revised interior and exterior styling, a nine-speed automatic, an upgraded air suspension, and the addition of the current and more complex infotainment system. A new GLS arrived for 2020 with a 3.0-liter six-cylinder turbo that provides smooth and effortless power. The ride is composed and handling is responsive for such a luxury coach. All of the seats are first-rate, and the third row remains relatively roomy. However, the infotainment system is overly distracting because many common tasks require a few steps.

REDESIGN/FRESHENING:	**SAFETY EQUIPMENT:**	**DRIVE WHEELS:**
2017, 2020	ABS, ESC, side and head protection air bags standard. FCW, AEB, BSW, and RCTW standard from 2020.	AWD

RELIABILITY HISTORY

	'14	'15	'16	**'17**	'18	'19	**'20**	'21	'22	'23
Overall Reliability				▼	*	*	*	*	*	*
Engine, Major				▼	*	*	*	*	*	*
Engine Minor				▼	*	*	*	*	*	*
Engine Cooling				▲▲	*	*	*	*	*	*
Trans. Major				▼	*	*	*	*	*	*
Trans. Minor				▼	*	*	*	*	*	*
Electric Motor										
EV Battery										
EV Charging										
Drive System				▼	*	*	*	*	*	*
Fuel System				▲▲	*	*	*	*	*	*
Electrical				▼	*	*	*	*	*	*
Climate Syst.				!	*	*	*	*	*	*
Suspension				▼▼	*	*	*	*	*	*
Brakes				▲▲	*	*	*	*	*	*
Exhaust				▼▼	*	*	*	*	*	*
Paint/Trim				▼	*	*	*	*	*	*
Noises & Leaks				▲▲	*	*	*	*	*	*
Body Hardware				!	*	*	*	*	*	*
Power Equip.				▼▼	*	*	*	*	*	*
In-Car Electr.				!	*	*	*	*	*	*

PRICES

2014	-
2015	-
2016	-
2017	$18,500 - $41,800
2018	$27,700 - $52,400
2019	$36,400 - $65,900
2020	$52,500 - $72,200
2021	$57,200 - $114,900
2022	$70,500 - $97,400
2023	$84,100 - $148,800

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	NT	NT	NT
2018	NT	NT	NT
2019	NT	NT	NT
2020	NT	NT	NT
2021	NT	NT	NT
2022	NT	NT	NT
2023	NT	NT	NT

Mercedes-Benz S-Class

The S-Class has always been stately and luxurious, with a plush interior and extremely comfortable, cushy ride. The 2014 redesign offered a host of advanced technologies, while upping the luxury ante on many levels. A coupe version was new for 2015, and a plug-in hybrid arrived in 2016. The S450 entry-level model uses a 362-hp twin-turbo V6. A convertible, high-performance AMG versions, and a V8 engine were also offered. The redesigned 2021 model's comfortable ride was slightly marred by the low profile tires. The cabin is super hushed and fit and finish is impeccable. The standard engine is a 3.0-liter inline-six cylinder, and the up-level choice is a 4.0-liter V8, both turbocharged. Each is teamed with a nine-speed automatic and supplemented with a 48-volt mild-hybrid system. The car feels quite agile in the corners despite its size. The new infotainment system is complicated to use. The slick head-up display features augmented reality.

REDESIGN/FRESHENING:	**SAFETY EQUIPMENT:**	**DRIVE WHEELS:**
2014, 2021	ABS, ESC, front and rear side and head protection air bags standard. FCW, AEB, and BSW standard from 2020.	AWD; Rear

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	**'21**	'22	'23
Overall Reliability	*	*	*	*	*	*	*	*	*	*
Engine, Major	*	*	*	*	*	*	*	*	*	*
Engine Minor	*	*	*	*	*	*	*	*	*	*
Engine Cooling	*	*	*	*	*	*	*	*	*	*
Trans. Major	*	*	*	*	*	*	*	*	*	*
Trans. Minor	*	*	*	*	*	*	*	*	*	*
Electric Motor										
EV Battery										
EV Charging										
Drive System	*	*	*	*	*	*	*	*	*	*
Fuel System	*	*	*	*	*	*	*	*	*	*
Electrical	*	*	*	*	*	*	*	*	*	*
Climate Syst.	*	*	*	*	*	*	*	*	*	*
Suspension	*	*	*	*	*	*	*	*	*	*
Brakes	*	*	*	*	*	*	*	*	*	*
Exhaust	*	*	*	*	*	*	*	*	*	*
Paint/Trim	*	*	*	*	*	*	*	*	*	*
Noises & Leaks	*	*	*	*	*	*	*	*	*	*
Body Hardware	*	*	*	*	*	*	*	*	*	*
Power Equip.	*	*	*	*	*	*	*	*	*	*
In-Car Electr.	*	*	*	*	*	*	*	*	*	*

PRICES

2014	$22,000 - $31,000
2015	$25,000 - $40,800
2016	$25,700 - $45,300
2017	$28,700 - $59,900
2018	$36,100 - $75,900
2019	$41,600 - $93,700
2020	$50,200 - $111,200
2021	$75,600 - $146,400
2022	$87,900 - $95,700
2023	$100,400 - $113,500

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	NT	NT	NT
2015	NT	NT	NT
2016	NT	NT	NT
2017	NT	NT	NT
2018	NT	NT	NT
2019	NT	NT	NT
2020	NT	NT	NT
2021	NT	NT	NT
2022	NT	NT	NT
2023	NT	NT	NT

Mercedes-Benz SLK, SLC

This two-seat convertible has many high-end technical and safety features, including a power-folding hardtop that, when raised, makes the car feel almost as solid as a fixed-roof coupe. It's fun to drive, with agile handling and a comfortable ride. Optional warm-air vents in the head restraints add comfort when driving with the top down. The small cabin is well finished, but narrow. The 2017 redesign brought a name change to SLC and new turbo engines. The SLC300 uses a 2.0-liter turbo four-cylinder coupled to a nine-speed automatic, while the SLC43 has a turbo V6. Like its predecessors, the SLC's handling is crisp and enjoyable, with rock-solid body control and communicative steering. The ride is firm but refined enough even for lengthy trips. The tight cabin is well-finished, with excellent seats. 2020 was the SLC's final year.

REDESIGN/FRESHENING: 2012, 2017

SAFETY EQUIPMENT: ABS, ESC, and side air bags standard. FCW, AEB, and BSW standard from 2020.

DRIVE WHEELS: Rear

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	*	*	*	*	*	*	*			
Engine, Major	*	*	*	*	*	*	*			
Engine Minor	*	*	*	*	*	*	*			
Engine Cooling	*	*	*	*	*	*	*			
Trans. Major	*	*	*	*	*	*	*			
Trans. Minor	*	*	*	*	*	*	*			
Electric Motor										
EV Battery										
EV Charging										
Drive System	*	*	*	*	*	*	*			
Fuel System	*	*	*	*	*	*	*			
Electrical	*	*	*	*	*	*	*			
Climate Syst.	*	*	*	*	*	*	*			
Suspension	*	*	*	*	*	*	*			
Brakes	*	*	*	*	*	*	*			
Exhaust	*	*	*	*	*	*	*			
Paint/Trim	*	*	*	*	*	*	*			
Noises & Leaks	*	*	*	*	*	*	*			
Body Hardware	*	*	*	*	*	*	*			
Power Equip.	*	*	*	*	*	*	*			
In-Car Electr.	*	*	*	*	*	*	*			

PRICES

2014	$15,600 - $24,400
2015	$17,000 - $27,200
2016	$18,300 - $28,800
2017	$24,000 - $31,600
2018	$27,400 - $36,700
2019	$33,900 - $44,500
2020	-
2021	-
2022	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	NT	NT	NT
2015	NT	NT	NT
2016	NT	NT	NT
2017	NT	NT	NT
2018	NT	NT	NT
2019	NT	NT	NT
2020	NT	NT	NT
2021	-	-	-
2022	-	-	-
2023	-	-	-

Mini Cooper

The Mini is fun to drive and has plenty of head and legroom up front, though the 2014 redesign saw the car grow winder and longer. The base turbo three-cylinder is surprisingly powerful, and the turbo four-cylinder in the S is strong. We got 31 mpg overall with the base car, and 30 mpg in the S. The manual transmission is smooth, while the six-speed automatic is very responsive. Handling is agile, with quick, precise steering and very little body roll. The ride is rather firm, however, and road noise is noticeable. The base engine lacks oomph, but the Cooper S, in early supercharged or later turbocharged form, is quick. The rear seat is tiny, and the stylized controls and gauges are a confusing jumble. The Clubman has a small third door and more useful back seats.

REDESIGN/FRESHENING: 2014

SAFETY EQUIPMENT: ABS, ESC, and side air bags standard. Head protection air bags standard on hatchback. FCW and AEB standard from 2020.

DRIVE WHEELS: AWD; Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	*	○	↓	↓	⇊	↑	*	○	⇈	↑
Engine, Major	*	↑	⇈	⇈	⇊	⇈	*	⇈	⇈	⇈
Engine Minor	*	↑	⇊	⇊	↓	↑	*	⇈	⇈	⇈
Engine Cooling	*	↑	⇈	⇈	↓	⇈	*	⇈	⇈	⇈
Trans. Major	*	⇈	↑	⇊	⇈	⇈	*	⇈	⇈	⇈
Trans. Minor	*	⇈	⇈	○	⇈	⇈	*	⇈	⇈	⇈
Electric Motor										
EV Battery										
EV Charging										
Drive System	*	↓	↑	⇊	⇊	⇈	*	⇈	⇈	⇈
Fuel System	*	○	⇊	⇊	⇈	⇈	*	⇈	⇈	⇈
Electrical	*	↑	⇈	⇈	⇈	↑	*	↓	⇈	⇈
Climate Syst.	*	○	⇊	○	⇈	⇈	*	⇈	⇈	⇈
Suspension	*	○	↑	⇈	⇊	⇈	*	⇈	⇈	↑
Brakes	*	○	⇊	↑	⇈	↓	*	⇊	⇈	⇈
Exhaust	*	⇈	↑	⇈	⇈	⇈	*	⇈	⇈	⇈
Paint/Trim	*	⇈	⇊	○	⇈	↑	*	⇊	⇈	⇈
Noises & Leaks	*	↓	⇊	⇊	⇊	⇊	*	⇈	⇈	↑
Body Hardware	*	⇈	⇊	⇊	⇈	↑	*	⇈	⇈	⇈
Power Equip.	*	⇊	○	↓	○	⇈	*	⇈	⇈	⇈
In-Car Electr.	*	⇈	○	↓	⇈	↑	*	⇈	↓	⇈

PRICES

2014	$6,900 - $14,400
2015	$8,200 - $15,300
2016	$10,200 - $16,500
2017	$11,300 - $18,800
2018	$12,000 - $22,500
2019	$14,100 - $25,500
2020	$17,100 - $28,500
2021	$16,100 - $31,100
2022	$19,000 - $34,200
2023	$24,600 - $37,800

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	Good	↑/↑
2015	Good	Good	↑/↑
2016	Good	Good	↑/↑
2017	Good	Good	↑/↑
2018	Good	Good	↑/↑
2019	Good	Good	↑/↑
2020	Good	Good	↑/↑
2021	Good	Good	↑/↑
2022	Good	Good	↑/↑
2023	Good	NT	↑/↑

Mini Cooper Countryman

The four-door Countryman is a pseudo-SUV version of the Mini. The quirky interior has well shaped and comfortable seats, and some models had an intriguing but flimsy sliding storage rail system. Early versions only sat four, but later versions added a three-person rear seat. Sharing the quick steering and fantastic agility of other Minis, the Countryman is undeniably fun to drive. Unfortunately, the familiar Mini downsides carry over to this one, too, including frustrating controls and a choppy ride. Power comes from a 1.6-liter four-cylinder engine, either in standard 121-hp form or as a punchy turbocharged S model good for 184 hp. Only the S version offers all-wheel drive. The 2017 redesign brought a base 1.5-liter turbo three-cylinder, and a 2.0-liter turbo four-cylinder for the S. Updates for 2020 included front-drive versions getting a dual-clutch automatic and a bigger battery for a longer electric range for the plug-in hybrid model. The John Cooper Works version has 301 hp.

REDESIGN/FRESHENING:
2011, 2017, 2025

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2020.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	*	*	*	*	*	*	*	*	*	*
Engine, Major	*	*	*	*	*	*	*	*	*	*
Engine Minor	*	*	*	*	*	*	*	*	*	*
Engine Cooling	*	*	*	*	*	*	*	*	*	*
Trans. Major	*	*	*	*	*	*	*	*	*	*
Trans. Minor	*	*	*	*	*	*	*	*	*	*
Electric Motor										
EV Battery										
EV Charging										
Drive System	*	*	*	*	*	*	*	*	*	*
Fuel System	*	*	*	*	*	*	*	*	*	*
Electrical	*	*	*	*	*	*	*	*	*	*
Climate Syst.	*	*	*	*	*	*	*	*	*	*
Suspension	*	*	*	*	*	*	*	*	*	*
Brakes	*	*	*	*	*	*	*	*	*	*
Exhaust	*	*	*	*	*	*	*	*	*	*
Paint/Trim	*	*	*	*	*	*	*	*	*	*
Noises & Leaks	*	*	*	*	*	*	*	*	*	*
Body Hardware	*	*	*	*	*	*	*	*	*	*
Power Equip.	*	*	*	*	*	*	*	*	*	*
In-Car Electr.	*	*	*	*	*	*	*	*	*	*

PRICES

2014	$6,800 - $12,000
2015	$8,600 - $14,400
2016	$10,800 - $17,000
2017	$14,100 - $17,100
2018	$16,300 - $22,600
2019	$17,500 - $25,200
2020	$19,500 - $27,700
2021	$21,600 - $30,200
2022	$23,500 - $33,800
2023	$26,500 - $37,400

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	Good	NT
2015	Good	Good	NT
2016	Good	Good	NT
2017	Good	Good	NT
2018	Good	Good	NT
2019	Good	Good	NT
2020	Good	Good	NT
2021	Good	Good	NT
2022	Good	Good	NT
2023	Good	Good	NT

Mitsubishi Eclipse Cross

The Eclipse Cross is underwhelming with mundane handling, an unsettled ride, and extremely frustrating controls. Its power comes from a lackluster 1.5-liter, turbocharged four-cylinder engine mated to a continuously variable transmission. The SUV moves decently around town, but it runs out of steam climbing hills or merging onto highways. Its fuel economy of 24 mpg overall isn't impressive for the class, either. A center console touchpad interacts with the infotainment screen, but this controller is very cumbersome and distracting to use. The driver's seat is short on support, but getting in or out is easy, and the rear seat room is generous. The curvy styling hurts the driver's view out. AWD is standard on all but the base version. A 2022 freshening added more standard active safety equipment and an easier to use infotainment system.

REDESIGN/FRESHENING:
2018

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2020.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability					*	*	*		*	*
Engine, Major					*	*	*		*	*
Engine Minor					*	*	*		*	*
Engine Cooling					*	*	*		*	*
Trans. Major					*	*	*		*	*
Trans. Minor					*	*	*		*	*
Electric Motor										
EV Battery										
EV Charging										
Drive System					*	*	*		*	*
Fuel System					*	*	*		*	*
Electrical					*	*	*		*	*
Climate Syst.					*	*	*		*	*
Suspension					*	*	*		*	*
Brakes					*	*	*		*	*
Exhaust					*	*	*		*	*
Paint/Trim					*	*	*		*	*
Noises & Leaks					*	*	*		*	*
Body Hardware					*	*	*		*	*
Power Equip.					*	*	*		*	*
In-Car Electr.					*	*	*		*	*

PRICES

2014	-
2015	-
2016	-
2017	-
2018	$11,900 - $15,300
2019	$12,900 - $16,300
2020	$15,800 - $18,300
2021	-
2022	$18,700 - $23,300
2023	$22,200 - $25,200

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	-	-	-
2018	Good	Good	NT
2019	Good	Good	NT
2020	Good	Good	⏫/⏫
2021	-	-	-
2022	Good	Good	🔼/⏫
2023	Good	Good	🔼/⏫

Mitsubishi Mirage

Mitsubishi's tiny subcompact seems like an act of desperation, dressing a primitive car with some upscale toys and calling it a day. Good points include a decent-enough ride, frugal 37 mpg fuel economy, and an accommodating rear seat. The up-level ES also brings a fancy radio, push-button start, auto climate system and Bluetooth. However, the weak, vibrating, and incredibly noisy three-cylinder engine provides sluggish acceleration, handling is very clumsy with a lot of body lean, and the cabin is depressingly low-rent. Further lowering its standing is its poor score in the IIHS small-overlap crash test. Since its introduction in 2014, minor updates brought a sedan body style, a hint more power, and Android Auto and Apple CarPlay compatibility, along with supposedly upgraded brakes. Updates for 2019 include increased availability of cruise control, a driver's seat height adjuster and upgraded interior trim on all models. Restyled for 2021, the Mirage rexdeived more standard active safety gear.

REDESIGN/FRESHENING:
2014

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2021.

DRIVE WHEELS:
Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	*	*	*	*	*	*	*	*	*	*
Engine, Major	*	*	*	*	*	*	*	*	*	*
Engine Minor	*	*	*	*	*	*	*	*	*	*
Engine Cooling	*	*	*	*	*	*	*	*	*	*
Trans. Major	*	*	*	*	*	*	*	*	*	*
Trans. Minor	*	*	*	*	*	*	*	*	*	*
Electric Motor										
EV Battery										
EV Charging										
Drive System	*	*	*	*	*	*	*	*	*	*
Fuel System	*	*	*	*	*	*	*	*	*	*
Electrical	*	*	*	*	*	*	*	*	*	*
Climate Syst.	*	*	*	*	*	*	*	*	*	*
Suspension	*	*	*	*	*	*	*	*	*	*
Brakes	*	*	*	*	*	*	*	*	*	*
Exhaust	*	*	*	*	*	*	*	*	*	*
Paint/Trim	*	*	*	*	*	*	*	*	*	*
Noises & Leaks	*	*	*	*	*	*	*	*	*	*
Body Hardware	*	*	*	*	*	*	*	*	*	*
Power Equip.	*	*	*	*	*	*	*	*	*	*
In-Car Electr.	*	*	*	*	*	*	*	*	*	*

PRICES

2014	$4,100 - $4,500
2015	$5,100 - $5,700
2016	-
2017	$6,100 - $7,400
2018	$7,000 - $9,500
2019	$8,500 - $10,700
2020	$10,000 - $11,800
2021	$11,900 - $13,400
2022	$13,000 - $14,900
2023	$15,600 - $17,300

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	Poor	NT
2015	Good	Poor	▲/▲▲
2016	Good	Poor	▲/▲▲
2017	Good	Marg.	▲/▲
2018	Good	Marg.	▲/▲
2019	Good	Marg.	▲/▲
2020	Good	Marg.	▲/▲
2021	Good	Marg.	▲/▲
2022	Good	Marg.	▲/▲
2023	Good	Marg.	▲/▲

Mitsubishi Outlander

The Outlander's 2014 redesign stripped the SUV of any athleticism, making it feel dated and cut-rate. Though absorbent, the ride feels too buoyant and not tied down. Handling is clumsy, with slow steering response and lots of body lean in corners. The base 2.4-liter four-cylinder is mated to a CVT that amplifies the engine's howl, and its 24 mpg overall is lackluster. Top-tier GT trims get a 3.0-liter V6 and six-speed automatic. For 2021, the Outlander only came as a plug-in hybrid with a claimed 24 miles of range on electric power before switching to hybrid mode. Redesigned for 2022, the improved Outlander is based on the Nissan Rogue, but has a small third-row seat the Nissan doesn't get. Acceleration is leisurely, but the CVT is responsive and the SUV managed 25 mpg overall from its 2.5-liter four-cylinder. Handling is nimble and secure, but steering feels light and nervous. The ride is stiff, and wind noise is noticeable. Most controls are easy to use, including the infotainment system.

REDESIGN/FRESHENING:
2014, 2016, 2022

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW, AEB, and BSW standard from 2021.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'14	'15	**'16**	'17	'18	'19	'20	'21	**'22**	'23
Overall Reliability	*	*	*	*	*	*	*	*	*	*
Engine, Major	*	*	*	*	*	*	*	*	*	*
Engine Minor	*	*	*	*	*	*	*	*	*	*
Engine Cooling	*	*	*	*	*	*	*	*	*	*
Trans. Major	*	*	*	*	*	*	*	*	*	*
Trans. Minor	*	*	*	*	*	*	*	*	*	*
Electric Motor										
EV Battery										
EV Charging										
Drive System	*	*	*	*	*	*	*	*	*	*
Fuel System	*	*	*	*	*	*	*	*	*	*
Electrical	*	*	*	*	*	*	*	*	*	*
Climate Syst.	*	*	*	*	*	*	*	*	*	*
Suspension	*	*	*	*	*	*	*	*	*	*
Brakes	*	*	*	*	*	*	*	*	*	*
Exhaust	*	*	*	*	*	*	*	*	*	*
Paint/Trim	*	*	*	*	*	*	*	*	*	*
Noises & Leaks	*	*	*	*	*	*	*	*	*	*
Body Hardware	*	*	*	*	*	*	*	*	*	*
Power Equip.	*	*	*	*	*	*	*	*	*	*
In-Car Electr.	*	*	*	*	*	*	*	*	*	*

PRICES

2014	$7,200 - $9,900
2015	$8,300 - $11,100
2016	$9,500 - $12,400
2017	$10,800 - $15,000
2018	$13,000 - $17,700
2019	$14,900 - $21,700
2020	$16,700 - $22,900
2021	$24,300 - $26,600
2022	$22,500 - $30,400
2023	$24,700 - $41,100

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	Good	▲/▲▲
2015	Good	Good	▲/▲▲
2016	Good	Good	▲/▲▲
2017	Good	Good	▲/▲▲
2018	Good	Good	▲/▲▲
2019	Good	Good	▲/▲▲
2020	Good	Good	▲/▲▲
2021	NT	NT	▲/▲▲
2022	Good	Good	NT
2023	Good	Good	▲/▲▲

Mitsubishi Outlander Sport

The Outlander Sport is a chopped version of the Outlander compact SUV. Despite the name this is not a fun car to drive. It handles less nimbly than the larger Outlander, and acceleration from the 148-hp, 2.0-liter engine is adequate at best. A more powerful 2.4-liter four-cylinder engine arrived for 2015. It has reduced rear-seat and cargo space. The Sport's choppy ride and very noisy cabin further undermine the driving experience, and its handling remains mundane. Still, it has a commanding seating position and a versatile interior that can be adjusted to increase rear-seat room or improve cargo space. Top-trim all-wheel-drive versions can get expensive enough that the Outlander Sport starts to compete with better SUVs. Updates for 2021 included standard FCW and AEB.

REDESIGN/FRESHENING:
2011, 2015

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2021.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	*	*	*	*	*	*	*	*	*	*
Engine, Major	*	*	*	*	*	*	*	*	*	*
Engine Minor	*	*	*	*	*	*	*	*	*	*
Engine Cooling	*	*	*	*	*	*	*	*	*	*
Trans. Major	*	*	*	*	*	*	*	*	*	*
Trans. Minor	*	*	*	*	*	*	*	*	*	*
Electric Motor										
EV Battery										
EV Charging										
Drive System	*	*	*	*	*	*	*	*	*	*
Fuel System	*	*	*	*	*	*	*	*	*	*
Electrical	*	*	*	*	*	*	*	*	*	*
Climate Syst.	*	*	*	*	*	*	*	*	*	*
Suspension	*	*	*	*	*	*	*	*	*	*
Brakes	*	*	*	*	*	*	*	*	*	*
Exhaust	*	*	*	*	*	*	*	*	*	*
Paint/Trim	*	*	*	*	*	*	*	*	*	*
Noises & Leaks	*	*	*	*	*	*	*	*	*	*
Body Hardware	*	*	*	*	*	*	*	*	*	*
Power Equip.	*	*	*	*	*	*	*	*	*	*
In-Car Electr.	*	*	*	*	*	*	*	*	*	*

PRICES

2014	$6,800 - $7,500
2015	$7,900 - $9,400
2016	$9,100 - $11,600
2017	$9,200 - $12,800
2018	$12,000 - $14,900
2019	$14,700 - $17,600
2020	$15,900 - $19,700
2021	$16,900 - $20,800
2022	$18,300 - $22,100
2023	$21,100 - $24,300

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	Accept.	▲/▲▲
2015	Good	Accept.	▲/▲▲
2016	Good	Accept.	▲/▲▲
2017	Good	Accept.	▲/▲▲
2018	Good	Accept.	▲/▲▲
2019	Good	Accept.	▲/▲▲
2020	Good	Accept.	▲/▲▲
2021	Good	Accept.	▲/▲▲
2022	Good	Accept.	▲/▲▲
2023	Good	Accept.	▲/▲▲

Nissan Altima

The well-rounded Altima was roomy and comfortable riding, and the four-cylinder 2.5 S model averaged 26 mpg. The 2013 redesign saw the four-cylinder get even thriftier, returning 31 mpg overall; the V6 got 24 mpg. Handling is rather ordinary and the ride feel superficially soft, but sharp bumps punch through. Controls are easy to use, but the infotainment system is dated. The rear seat is fairly roomy. The redesigned 2019 Altima is an unremarkable but competitive car that gets the job done. It delivers on roominess, fuel efficiency, and user-friendliness. But the driving experience is bland and the pliant ride isn't adept at absorbing all types of bumps. The 2.5-liter engine provides decent acceleration and gets 31 mpg overall, and can be paired with AWD. A 2.0-liter turbo engine is also available. The cabin is roomy and quiet, if a bit too low for easy access. Controls are very easy to use.

REDESIGN/FRESHENING:
2013, 2019

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2019.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	▼	●	▼	▼	▼	●	▼	●	▼	*
Engine, Major	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲	*
Engine Minor	▲▲	●	▲▲	▼	▲▲	▲▲	▲▲	▲▲	▼▼	*
Engine Cooling	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲	*
Trans. Major	▼▼	▼	▼▼	▼▼	▼▼	▲▲	▲▲	▲▲	▲▲	*
Trans. Minor	▲▲	▼	▼▼	▼▼	▲▲	▼	▲▲	▲▲	▲▲	*
Electric Motor										
EV Battery										
EV Charging										
Drive System	▲	▲▲	▼	▼▼	▲▲	▲▲	▼▼	▼	▲▲	*
Fuel System	▼	▲	▲▲	▲▲	▲	▲▲	▲▲	▲▲	▲▲	*
Electrical	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲	▼▼	*
Climate Syst.	▼▼	●	●	▲	▲▲	▼▼	▲▲	▲▲	▼▼	*
Suspension	●	▲	▼	▼▼	▼▼	▲▲	▼▼	▲▲	▲▲	*
Brakes	●	●	▼▼	▼	▼▼	▲▲	▼▼	▼▼	▼▼	*
Exhaust	▼	▼	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲	*
Paint/Trim	▲	▼	▲	▲	▼▼	▲▲	▼▼	▼▼	▲▲	*
Noises & Leaks	▲	▼	▼▼	▼▼	▲▲	▲▲	▼	▲▲	▼▼	*
Body Hardware	●	●	▲	●	●	▼▼	▼▼	▼▼	▲▲	*
Power Equip.	▼▼	▲▲	▼▼	▲	▼▼	▼▼	▼▼	▲▲	▲▲	*
In-Car Electr.	▲	▲	▲	▲▲	●	▼▼	▼▼	▲	▼	*

PRICES

2014	$7,500 - $8,500
2015	$8,300 - $9,400
2016	$9,000 - $10,500
2017	$10,900 - $12,000
2018	$12,700 - $13,800
2019	$16,700 - $22,500
2020	$17,900 - $22,900
2021	$20,100 - $25,300
2022	$21,900 - $28,600
2023	$23,700 - $29,300

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	Accept.	▲▲/▲▲
2015	Good	Accept.	▲▲/▲▲
2016	Good	Good	▲▲/▲▲
2017	Good	Good	▲▲/▲▲
2018	Good	Good	▲▲/▲▲
2019	Good	Good	▲/▲▲
2020	Good	Good	▲/▲▲
2021	Good	Good	▲/▲▲
2022	Good	Good	▲/▲▲
2023	Good	Good	▲/▲▲

⏬ 🔽 🟡 🔼 ⏫ WORSE ⟷ BETTER ✔ GOOD BET

Nissan Armada

While it's based on the Titan pickup, the big eight-passenger Armada uses an independent rear suspension, which improves the ride considerably. The smooth-revving 5.6-liter V8 engine and slick five-speed automatic makes the Armada quick, but achieve just 13 mpg overall. Handling is relatively responsive, but the ride is quite stiff. The interior quality is unimpressive, but there's lots of rear cargo space. Towing capacity is generous. The 2017 redesign uses a robust 5.6-liter V8. We got a paltry 14 mpg overall. The soft suspension absorbs bumps well, but the body jostles frequently. Handling is clumsy, with slow steering and pronounced body roll. The spacious cabin has a premium feel, but the controls are a bit dated and cluttered, and it's a far reach to some buttons and knobs. The Armada can tow a generous 8,500-pound load. Updates for 2019 included standard FCW and AEB. The Armada received a freshening for 2021. The engine now has 400 hp, and more safety features were made standard.

REDESIGN/FRESHENING:
2004, 2017

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags std. FCW and AEB std. from 2019. BSW and RCTW std. from 2021.

DRIVE WHEELS:
4WD; Rear

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	*	*		*	*	*	*	*	*	*
Engine, Major	*	*		*	*	*	*	*	*	*
Engine Minor	*	*		*	*	*	*	*	*	*
Engine Cooling	*	*		*	*	*	*	*	*	*
Trans. Major	*	*		*	*	*	*	*	*	*
Trans. Minor	*	*		*	*	*	*	*	*	*
Electric Motor										
EV Battery										
EV Charging										
Drive System	*	*		*	*	*	*	*	*	*
Fuel System	*	*		*	*	*	*	*	*	*
Electrical	*	*		*	*	*	*	*	*	*
Climate Syst.	*	*		*	*	*	*	*	*	*
Suspension	*	*		*	*	*	*	*	*	*
Brakes	*	*		*	*	*	*	*	*	*
Exhaust	*	*		*	*	*	*	*	*	*
Paint/Trim	*	*		*	*	*	*	*	*	*
Noises & Leaks	*	*		*	*	*	*	*	*	*
Body Hardware	*	*		*	*	*	*	*	*	*
Power Equip.	*	*		*	*	*	*	*	*	*
In-Car Electr.	*	*		*	*	*	*	*	*	*

PRICES

2014	$10,500 - $13,900
2015	$13,300 - $17,200
2016	-
2017	$16,500 - $21,100
2018	$19,000 - $25,500
2019	$22,200 - $30,000
2020	$25,100 - $36,000
2021	$28,100 - $42,300
2022	$33,700 - $49,000
2023	$38,700 - $56,000

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	NT	NT	NT
2015	NT	NT	NT
2016	-	-	-
2017	NT	NT	NT
2018	NT	NT	🟡/⏫
2019	NT	NT	🟡/⏫
2020	NT	NT	🟡/⏫
2021	NT	NT	NT
2022	NT	NT	NT
2023	NT	NT	🟡/⏫

Nissan Frontier

The Frontier is relatively quick and nimble, with a stiff and choppy ride. The strong 4.0-liter V6 revs smoothly and feels like a V8. We chalked up an unimpressive 15 mpg overall. Base models are powered by a 2.5-liter four-cylinder. Transmissions include five and six-speed manuals and a five-speed automatic. All Frontiers of this generation are either crew or extended-cab but rear seat room is tight in both. It scored a Marginal in both of the IIHS small-overlap front crash tests. The Frontier got an all-new 310-hp, 3.8-liter V6 paired with a nine-speed automatic for 2020. It was redesigned for 2022, carrying over the powertrain, which got 18 mpg overall—an improvement but not a standout. Handling is relatively responsive and secure, but the steering is too heavy at low speeds. The ride is stiff and choppy but not as bad as before. The rear seat is tight, but the controls and infotainment system are easy to use.

REDESIGN/FRESHENING:
2005, 2022

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2022.

DRIVE WHEELS:
4WD; Rear

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	🔼	🔽	🟡	🔼	🟡	⏫	*	*	🔽	⏬
Engine, Major	🔼	🔼	⏫	⏬	⏫	⏫	*	*	⏫	⏫
Engine Minor	🟡	⏫	⏫	⏫	⏫	⏫	*	*	⏫	🟡
Engine Cooling	⏫	⏫	🔼	⏫	⏫	⏫	*	*	⏫	⏫
Trans. Major	🔼	🟡	🔼	⏫	🟡	⏫	*	*	🔼	⏫
Trans. Minor	⏫	⏫	⏬	🔼	⏫	⏫	*	*	⏬	⏫
Electric Motor										
EV Battery										
EV Charging										
Drive System	🔼	🔽	🟡	⏫	⏫	⏫	*	*	⏫	🟡
Fuel System	⏫	🟡	🔼	🔼	⏬	⏫	*	*	⏫	⏫
Electrical	⏫	⏫	🔼	⏫	⏫	⏫	*	*	⏫	🟡
Climate Syst.	⏫	⏬	🔼	⏫	🔽	🔼	*	*	🟡	⏫
Suspension	🟡	🔼	⏫	🟡	🔽	🟡	*	*	⏫	🟡
Brakes	🔼	🔽	⏬	⏫	🟡	🔼	*	*	🔼	⏫
Exhaust	🔼	⏫	🔼	🟡	⏫	⏫	*	*	⏫	⏫
Paint/Trim	⏫	🟡	🔼	🔼	🟡	⏫	*	*	🟡	⏫
Noises & Leaks	⏬	🔽	⏫	⏬	🔽	🔼	*	*	🟡	🟡
Body Hardware	⏫	🟡	🔼	🔼	⏬	⏫	*	*	⏬	⏬
Power Equip.	⏫	🟡	⏫	⏫	🟡	⏫	*	*	⏬	⏬
In-Car Electr.	⏫	⏫	⏫	🔼	⏫	⏫	*	*	🟡	⏫

PRICES

2014	$9,600 - $17,000
2015	$10,700 - $18,400
2016	$11,600 - $19,800
2017	$13,100 - $21,700
2018	$13,000 - $24,100
2019	$16,100 - $26,900
2020	$19,900 - $29,900
2021	$22,700 - $32,200
2022	$23,800 - $36,700
2023	$25,300 - $39,900

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	NT	NT
2015	Good	NT	NT
2016	Good	NT	NT
2017	Good	Marg.	🟡/⏫
2018	Good	Marg.	🟡/NT
2019	Good	Marg.	🟡/⏫
2020	Good	Marg.	🟡/⏫
2021	Good	Marg.	🟡/⏫
2022	Good	NT	🔼/⏫
2023	Good	NT	🔼/⏫

Nissan Juke, Kicks

The Juke is derived from the small Nissan Versa, with a raised ride height and optional AWD. The steeply raked rear quarters result in very tight rear seats and tiny cargo space that limits the Juke's usefulness. Nimble handling and punchy power from the 1.6-liter turbo four-cylinder make it fun and agile. Fuel economy of 24 mpg overall isn't bad, but the need for premium fuel is a downer. As with some sporty hatchbacks, a noisy cabin and stiff ride come with the territory. The Juke scored a Poor in the IIHS small-overlap crash test. It was dropped after the 2017 model year and replaced by the Kicks, a budget model designed to appeal to customers who would normally buy a small car but want the versatility and styling of an SUV. We found the Kicks to be a relatively quiet, decent-riding vehicle. It doesn't offer all-wheel drive but delivered a very good 32 mpg overall in our tests. However, it isn't very sporty, with the engine feeling strained on the highway and climbing hills.

REDESIGN/FRESHENING:
2011

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard. BSW and RCTW standard from 2020.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	*	*	*	*	*	*	*	*	*	*
Engine, Major	*	*	*	*	*	*	*	*	*	*
Engine Minor	*	*	*	*	*	*	*	*	*	*
Engine Cooling	*	*	*	*	*	*	*	*	*	*
Trans. Major	*	*	*	*	*	*	*	*	*	*
Trans. Minor	*	*	*	*	*	*	*	*	*	*
Electric Motor										
EV Battery										
EV Charging										
Drive System	*	*	*	*	*	*	*	*	*	*
Fuel System	*	*	*	*	*	*	*	*	*	*
Electrical	*	*	*	*	*	*	*	*	*	*
Climate Syst.	*	*	*	*	*	*	*	*	*	*
Suspension	*	*	*	*	*	*	*	*	*	*
Brakes	*	*	*	*	*	*	*	*	*	*
Exhaust	*	*	*	*	*	*	*	*	*	*
Paint/Trim	*	*	*	*	*	*	*	*	*	*
Noises & Leaks	*	*	*	*	*	*	*	*	*	*
Body Hardware	*	*	*	*	*	*	*	*	*	*
Power Equip.	*	*	*	*	*	*	*	*	*	*
In-Car Electr.	*	*	*	*	*	*	*	*	*	*

PRICES

2014	$6,100 - $8,700
2015	$7,200 - $10,300
2016	$8,200 - $11,500
2017	$10,400 - $13,900
2018	$12,300 - $14,200
2019	$13,900 - $16,300
2020	$16,400 - $19,100
2021	$17,300 - $20,500
2022	$18,700 - $22,400
2023	$20,200 - $23,700

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	Poor	!/⇈
2015	Good	Poor	!/⇈
2016	Good	Poor	!/⇈
2017	Good	Poor	!/NT
2018	Good	Good	↑/⇈
2019	Good	Good	↑/⇈
2020	Good	Good	↑/⇈
2021	Good	Good	↑/⇈
2022	Good	Good	↑/⇈
2023	Good	Good	↑/⇈

Nissan Leaf

The original five-seat Leaf EV promised a 75-mile range which is too short and impractical for most people. We would focus on the second generation only. At low speeds the Leaf feels quick and it is quiet and rides comfortably. Cabin access is easy, and the rear seat is fairly roomy. The second-generation Leaf has a 40-kWh battery, and we measured its driving range at 149 miles. The Leaf Plus, with a 62-kWh battery, has a rated range of 215 miles. The ride is stiff and handling is mundane, but secure. The driving position is compromised for some drivers because the steering wheel doesn't telescope for reach. For 2019, a rear passenger alert system is standard. This feature is designed to prevent forgetting a child in the rear seat. The 2020 model brought standard Android Auto and Apple CarPlay compatibility, along with BSW and RCTW.

REDESIGN/FRESHENING:
2011, 2018

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags std. FCW and AEB std. from 2018. BSW and RCTW std. from 2020.

DRIVE WHEELS:
Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	*	↑	↓	↓	↑	↓	↓	↓	↓	↑
Engine, Major										
Engine Minor										
Engine Cooling										
Trans. Major										
Trans. Minor										
Electric Motor	*	↓	!	⇈	⇈	⇈	⇈	⇈	↓	⇈
EV Battery	*	⇈	⇊	⇊	⇈	!	⇈	!	↑	⇈
EV Charging	*	⇈	↑	⇊	!	↑	↓	↑	⇈	!
Drive System	*	⇈	⇈	⇈	↑	⇈	⇊	!	⇈	⇈
Fuel System										
Electrical										
Climate Syst.	*	⇈	↑	↑	⇈	⇈	↓	⇊	⇊	!
Suspension	*	⇈	⇊	⇈	↑	⇈	⇊	⇈	⇈	⇈
Brakes	*	⇈	⇈	⇈	⇈	↓	⇈	⇈	⇈	⇈
Exhaust										
Paint/Trim	*	!	⇊	⇈	⇈	↑	⇈	!	⇈	⇈
Noises & Leaks	*	⇈	⇈	⇈	⇈	↑	⇈	⇈	⇈	⇈
Body Hardware	*	⇊	⇊	⇈	⇊	!	⇈	⇊	⇈	⇈
Power Equip.	*	⇊	⇊	↑	⇈	↑	⇈	⇈	⇈	⇈
In-Car Electr.	*	⇈	⇈	⇊	!	↑	↓	⇈	⇈	!

PRICES

2014	$4,300 - $5,200
2015	$4,900 - $5,700
2016	$5,400 - $6,700
2017	$6,800 - $8,000
2018	$9,800 - $11,300
2019	$11,000 - $14,700
2020	$12,300 - $17,000
2021	$13,700 - $18,100
2022	$15,900 - $20,100
2023	$18,800 - $22,600

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	Poor	↑/↑
2015	Good	Poor	↑/↑
2016	Good	Poor	↑/↑
2017	Good	Poor	↑/↑
2018	Good	NT	NT
2019	Good	NT	NT
2020	Good	NT	↑/⇈
2021	Good	NT	↑/⇈
2022	Good	NT	↑/⇈
2023	Good	NT	↑/⇈

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Nissan Maxima

The Maxima has a composed ride, a quiet cabin, and a slick powertrain that makes it very quick. Controls are simple and the front seats are comfortable. However, the steering is oddly weighted and rear-seat room is unimpressive. The highlight of the 2016 redesign is the 3.5-liter V6, which made the sedan very quick while returning a commendable 25 mpg overall. While the CVT works well for loafing around, it saps any aspirations of sporty driving. Handling is mundane, and the ride is too stiff. The interior is plush and has easy-to-use controls and a fairly straightforward infotainment system. A low roofline inhibits access and visibility. The front seats are very comfortable but the rear cabin is rather cramped. An SR version with a stiffer suspension is available. Updates for 2019 included new exterior styling, and revised interior trim. Nissan's Rear Door Alert system, that reminds drivers to check the rear seats after they park, is now standard.

REDESIGN/FRESHENING:	SAFETY EQUIPMENT:	DRIVE WHEELS:
2004, 2009, 2016	ABS, ESC, side and head protection air bags std. FCW and AEB std. from 2018. BSW and RCTW std. from 2020.	Front

RELIABILITY HISTORY

	'14	'15	**'16**	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	*		▼	▼	*	*	*	*	*	*
Engine, Major	*		▲▲	▲▲	*	*	*	*	*	*
Engine Minor	*		▲▲	▲▲	*	*	*	*	*	*
Engine Cooling	*		▲▲	▲▲	*	*	*	*	*	*
Trans. Major	*		▼▼	!	*	*	*	*	*	*
Trans. Minor	*		▲▲	▼▼	*	*	*	*	*	*
Electric Motor										
EV Battery										
EV Charging										
Drive System	*		!	▼▼	*	*	*	*	*	*
Fuel System	*		!	!	*	*	*	*	*	*
Electrical	*		▲▲	▲▲	*	*	*	*	*	*
Climate Syst.	*		▼▼	▼▼	*	*	*	*	*	*
Suspension	*		▼▼	▼	*	*	*	*	*	*
Brakes	*		▲	▲	*	*	*	*	*	*
Exhaust	*		▲▲	▲▲	*	*	*	*	*	*
Paint/Trim	*		▼	▼▼	*	*	*	*	*	*
Noises & Leaks	*		▼	▼▼	*	*	*	*	*	*
Body Hardware	*		▼▼	▼	*	*	*	*	*	*
Power Equip.	*		▲▲	▲▲	*	*	*	*	*	*
In-Car Electr.	*		▲▲	▼▼	*	*	*	*	*	*

PRICES

2014	$7,500 - $7,900
2015	-
2016	$11,800 - $14,700
2017	$13,600 - $16,700
2018	$16,200 - $19,500
2019	$18,100 - $23,400
2020	$21,500 - $27,500
2021	$23,900 - $31,300
2022	$26,300 - $35,300
2023	$29,900 - $40,100

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	Accept.	!/▲▲
2015	-	-	-
2016	Good	Good	▲▲/▲▲
2017	Good	Good	▲▲/▲▲
2018	Good	Good	▲/▲▲
2019	Good	Good	NT
2020	Good	Good	▲▲/▲▲
2021	Good	Good	▲▲/▲▲
2022	Good	Good	▲▲/▲▲
2023	Good	Good	▲▲/▲▲

Nissan Murano ✓

The Murano's refined and powerful 3.5-liter V6 is mated to a CVT and delivers strong performance and respectable fuel economy of 19 mpg overall. Handling is responsive, secure, and forgiving. The front seats are fairly comfortable and the interior is stylishly dressed. A total redesign for 2015 gave the Murano a quiet and well-finished cabin that has an upscale feel to it. The rear seat is roomy, and access is easy. Rear and side visibility is hindered, however. Handling is not very sporty, with too light steering that reduces driver confidence. The ride is steady and absorbent on the standard 18-inch tires but less so on the 20-inch tires found on the Platinum trim. For 2017, Apple CarPlay was added to the infotainment system, which is a significant advantage.

REDESIGN/FRESHENING:	SAFETY EQUIPMENT:	DRIVE WHEELS:
2003, 2009, 2015	ABS, ESC, side and head protection air bags std. FCW and AEB std. from 2018. BSW and RCTW std. from 2021.	AWD; Front

RELIABILITY HISTORY

	'14	**'15**	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	▼	!	▲	!	!	▲	▲	!	*	*
Engine, Major	▲	▲▲	▲▲	▲	!	▲▲	▲▲	▲▲	*	*
Engine Minor	▲	▲	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲	*	*
Engine Cooling	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲	*	*
Trans. Major	▼▼	▼▼	▲	▼	▲▲	!	▲	▲	*	*
Trans. Minor	▲▲	!	▲▲	▼	!	▲▲	▲▲	▲	*	*
Electric Motor										
EV Battery										
EV Charging										
Drive System	!	!	▲▲	▲▲	▲	▲▲	▲▲	!	*	*
Fuel System	▲▲	!	!	▲▲	▲▲	▲▲	▲▲	▲▲	*	*
Electrical	▲	▲	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲	*	*
Climate Syst.	!	▲▲	▲	▲	▲	▲▲	▲	▲▲	*	*
Suspension	▲	▲	!	!	▲▲	▼	▲	▲▲	*	*
Brakes	!	▲	▼	▼▼	▼	▲▲	▲	▼▼	*	*
Exhaust	▼	▲	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲	*	*
Paint/Trim	▼▼	▼	▲	▲▲	▲▲	▲▲	▲	▲▲	*	*
Noises & Leaks	▼▼	▼	▼▼	▼▼	▼▼	▼	▲	▲▲	*	*
Body Hardware	▼	▼▼	▼	▼	▲	▲	▲▲	▲▲	*	*
Power Equip.	▼	▲	▲	▲	!	▼	▲	▲▲	*	*
In-Car Electr.	▲▲	▲	▼	▲▲	▲▲	▼	▼	▲	*	*

PRICES

2014	$8,200 - $10,700
2015	$10,700 - $13,700
2016	$12,700 - $17,000
2017	$13,400 - $18,000
2018	$16,000 - $21,200
2019	$17,700 - $24,300
2020	$19,700 - $27,100
2021	$21,800 - $30,200
2022	$24,400 - $34,700
2023	$27,700 - $39,800

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	NT	▲/▲▲
2015	Good	Good	▲/▲▲
2016	Good	Good	▲/▲▲
2017	Good	Good	▲/▲▲
2018	Good	Good	▲/▲▲
2019	Good	Good	▲▲/▲▲
2020	Good	Good	▲▲/▲▲
2021	Good	Good	▲▲/▲▲
2022	Good	Good	▲▲/▲▲
2023	Good	Good	▲▲/▲▲

Nissan Pathfinder

The Pathfinder shed its truck-like body-on frame structure in 2013 for a redesigned model built on a car-based chassis. It lost its off-road readiness but gained a better ride and a roomier interior. Power comes from Nissan's ubiquitous, good-performing 3.5-liter V6 driving through a CVT. It can tow 5,000 pounds and has a second row that can tilt even with a child seat installed, allowing access to the small third-row seat. Mushy handling and so-so fuel economy are shortcomings. 2017 brought a more-powerful V6 engine that got 18 mpg overall in our tests; a revised suspension; and a bump in towing capacity, to 6,000 pounds. The SUV's 2022 redesign was a significant improvement over its bland, clumsy predecessor. The 284-hp, 3.5-liter V6 is mated to a nine-speed automatic, together delivering effortless propulsion and 21 mpg overall. The ride is steady, if stiff-legged, but handling is responsive for a midsized SUV.

REDESIGN/FRESHENING:
2013, 2022

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags std. FCW and AEB std. from 2018. BSW and RCTW standard from 2022.

DRIVE WHEELS:
4WD; Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	🔽	🔽	*	🔽	🔽	*	*		🔽	⏬
Engine, Major	⏫	🟡	*	🟡	🟡	*	*		⏫	⏫
Engine Minor	🟡	⏬	*	⏫	⏫	*	*		⏫	⏫
Engine Cooling	⏫	⏫	*	⏫	⏫	*	*		⏫	⏫
Trans. Major	⏬	🟡	*	🔽	⏬	*	*		⏫	⏫
Trans. Minor	🟡	🟡	*	🔼	⏫	*	*		🟡	🟡
Electric Motor										
EV Battery										
EV Charging										
Drive System	⏬	⏬	*	🔼	🟡	*	*		⏫	⏫
Fuel System	🔼	🟡	*	🟡	⏫	*	*		⏫	⏫
Electrical	⏫	🟡	*	🟡	⏫	*	*		⏫	⏫
Climate Syst.	⏬	🟡	*	🔽	⏫	*	*		⏬	🟡
Suspension	🔽	⏬	*	🔼	⏬	*	*		⏫	🟡
Brakes	🔽	⏬	*	⏬	⏬	*	*		⏫	⏫
Exhaust	⏬	⏬	*	⏫	⏫	*	*		⏫	⏫
Paint/Trim	⏬	⏬	*	🔽	🟡	*	*		⏫	⏫
Noises & Leaks	🔽	⏬	*	🟡	⏫	*	*		⏫	⏫
Body Hardware	⏬	⏬	*	🟡	🟡	*	*		⏬	⏬
Power Equip.	⏫	⏫	*	⏬	🔼	*	*		🟡	⏬
In-Car Electr.	⏫	🔼	*	⏫	🟡	*	*		⏬	🔽

PRICES

2014	$7,400 - $9,300
2015	$9,100 - $11,500
2016	$10,400 - $13,800
2017	$11,400 - $15,000
2018	$14,000 - $19,000
2019	$17,200 - $23,100
2020	$19,800 - $27,800
2021	-
2022	$29,400 - $42,200
2023	$32,800 - $47,000

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	NT	🔼/⏫
2015	Good	Good	🔼/⏫
2016	Good	Good	🔼/⏫
2017	Good	Good	🔼/⏫
2018	Good	Good	🔼/⏫
2019	Good	Good	🔼/⏫
2020	Good	Good	🔼/⏫
2021	-	-	-
2022	Good	Good	🔼/⏫
2023	Good	Good	🔼/⏫

Nissan Quest

The roomy and comfortable Quest received a 2007 freshening, which improved the formerly confusing dashboard layout. 2009 was the last model year for that generation but an all-new Quest arrived for 2011. It's an exceptionally spacious and luxurious vehicle with a quiet, plush interior, and smooth, compliant ride. Handling is sound but not sporty. Power comes from a 260-hp 3.5-liter V6 connected to a CVT. Both rear rows fold flat to form a flush load floor. However, it only has seating for seven at the most, not eight like many minivans. A covered bay behind the third-row seat can hide bags and cargo, a small but clever feature. The Quest went on its last adventure in 2017.

REDESIGN/FRESHENING:
2004, 2011

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard.

DRIVE WHEELS:
Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	*	*	*	*						
Engine, Major	*	*	*	*						
Engine Minor	*	*	*	*						
Engine Cooling	*	*	*	*						
Trans. Major	*	*	*	*						
Trans. Minor	*	*	*	*						
Electric Motor										
EV Battery										
EV Charging										
Drive System	*	*	*	*						
Fuel System	*	*	*	*						
Electrical	*	*	*	*						
Climate Syst.	*	*	*	*						
Suspension	*	*	*	*						
Brakes	*	*	*	*						
Exhaust	*	*	*	*						
Paint/Trim	*	*	*	*						
Noises & Leaks	*	*	*	*						
Body Hardware	*	*	*	*						
Power Equip.	*	*	*	*						
In-Car Electr.	*	*	*	*						

PRICES

2014	$7,900 - $9,200
2015	$9,000 - $12,000
2016	$10,100 - $13,500
2017	$11,800 - $15,800
2018	-
2019	-
2020	-
2021	-
2022	-
2023	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	Poor	NT
2015	Good	Poor	NT
2016	Good	Poor	NT
2017	Good	Poor	NT
2018	-	-	-
2019	-	-	-
2020	-	-	-
2021	-	-	-
2022	-	-	-
2023	-	-	-

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Nissan Rogue

The Rogue's 2014 redesign made the SUV bigger, quieter, and more refined and it delivered a better ride than most competitors. The CVT became less intrusive by mimicking shifts and we got 24 mpg overall in our testing. Controls are very easy to use and access is a breeze. 2018 models included standard Apple CarPlay and Android Auto capability, a new 7.0-inch color touch-screen display, and many standard safety features. The redesigned 2021 Rogue is a major upgrade over its predecessor. It feels solid and substantial with a composed ride and nimble handling. Power comes from a 181-hp, 2.5-liter four-cylinder that's teamed with a CVT, providing adequate motivation. This engine was replaced by a 1.5-liter turbo three-cylinder for 2022. It's less refined but slightly more powerful, with no impact on fuel economy in our tests. Interior space and quality of materials have been improved.

REDESIGN/FRESHENING:
2014, 2021

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW, AEB, BSW, and RCTW standard from 2018.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	○	↓	↓	↓	○	↓	○	↑	⇊	↓
Engine, Major	⇈	↑	⇈	⇈	⇈	↑	⇈	⇈	↓	⇈
Engine Minor	⇈	⇈	⇈	↑	⇈	⇈	⇈	↑	↓	⇈
Engine Cooling	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	↓	⇈
Trans. Major	⇊	↑	⇊	⇊	○	○	⇈	⇈	⇈	⇈
Trans. Minor	⇈	⇈	↑	⇈	⇈	⇈	⇈	⇈	⇈	↑
Electric Motor										
EV Battery										
EV Charging										
Drive System	↓	○	○	○	⇈	⇈	↑	⇈	⇊	⇈
Fuel System	⇈	⇈	↑	↓	⇈	⇈	⇈	⇈	↓	⇈
Electrical	↑	⇈	⇈	↑	⇈	⇈	⇈	⇈	⇈	⇈
Climate Syst.	○	⇊	↑	⇊	↑	⇊	⇈	○	○	↑
Suspension	○	○	○	↓	↑	○	⇊	↑	↓	⇈
Brakes	↑	↓	⇊	↓	↓	⇊	○	⇈	↑	⇈
Exhaust	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Paint/Trim	⇈	⇊	⇊	○	○	○	⇈	↑	⇈	↑
Noises & Leaks	↑	⇊	⇊	⇊	○	⇊	⇊	○	○	⇈
Body Hardware	↑	○	↓	↓	↓	⇊	○	↓	↑	○
Power Equip.	↑	⇊	↑	⇈	○	⇊	○	⇈	⇈	⇈
In-Car Electr.	○	↓	○	○	↓	↓	⇈	○	⇊	↑

PRICES

2014	$7,800 - $10,100
2015	$8,900 - $11,500
2016	$9,900 - $12,600
2017	$11,500 - $14,600
2018	$13,400 - $18,300
2019	$16,400 - $22,200
2020	$17,700 - $21,000
2021	$21,500 - $27,300
2022	$22,600 - $29,900
2023	$24,000 - $32,100

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	Good	○/⇈
2015	Good	Good	↑/⇈
2016	Good	Good	↑/⇈
2017	Good	Good	↑/⇈
2018	Good	Good	↑/⇈
2019	Good	Good	↑/⇈
2020	Good	Good	↑/⇈
2021	Good	Good	↑/⇈
2022	Good	Good	↑/⇈
2023	Good	Good	↑/⇈

Nissan Rogue Sport

Measuring a foot shorter than the familiar Rogue, the Rogue Sport is a smaller SUV that bridges the gap between the Juke/Kicks and Rogue. Standard engine is a pleasant 2.0-liter four-cylinder mated to a continuously variable transmission. Although it's not a muscular powertrain, it returned 26 mpg overall in our testing. The Sport handles responsively and rides in a civilized manner, with reasonable levels of cabin noise. Connectivity features include the available NissanConnect navigation/app system with a 7.0-inch color touch screen and Siri Eyes Free. Plus, the Sport offers a 360-degree view camera, which is helpful for negotiating tight parking spaces. In 2019, Nissan's Rear Door Alert system and Android Auto and Apple CarPlay became standard equipment. 2022 was the Rogue Sport's final year.

REDESIGN/FRESHENING:
2017

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW, AEB, BSW, and RCTW standard from 2019.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability				○	○	○	↑	↓	○	
Engine, Major				⇈	⇈	⇈	⇈	⇈	⇈	
Engine Minor				○	⇈	⇈	⇈	⇊	⇈	
Engine Cooling				⇈	⇈	⇈	⇈	⇈	⇈	
Trans. Major				○	⇈	⇈	⇈	⇈	⇈	
Trans. Minor				⇈	⇊	○	⇈	⇈	⇈	
Electric Motor										
EV Battery										
EV Charging										
Drive System				⇊	⇈	⇈	⇈	⇊	⇈	
Fuel System				⇈	⇊	⇈	⇈	⇈	⇈	
Electrical				○	⇈	⇈	⇈	⇈	⇈	
Climate Syst.				⇊	⇈	⇊	⇈	⇈	↑	
Suspension				⇈	⇈	○	⇈	⇊	⇈	
Brakes				⇈	⇈	○	⇊	⇈	⇈	
Exhaust				↓	⇈	⇈	⇈	⇈	⇈	
Paint/Trim				⇈	⇊	⇈	⇈	⇈	↑	
Noises & Leaks				↑	⇊	↓	↑	⇊	⇈	
Body Hardware				⇈	↓	○	↓	⇈	↓	
Power Equip.				↑	⇈	○	↑	⇈	↓	
In-Car Electr.				○	↑	↑	⇈	⇈	⇊	

PRICES

2014	-
2015	-
2016	-
2017	$11,100 - $14,200
2018	$13,300 - $15,700
2019	$16,100 - $18,100
2020	$17,300 - $20,100
2021	$19,200 - $23,900
2022	$20,700 - $25,300
2023	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	Good	Good	NT
2018	Good	Good	↑/⇈
2019	Good	Good	↑/⇈
2020	Good	Good	NT
2021	Good	Good	↑/⇈
2022	Good	Good	↑/⇈
2023	-	-	-

Nissan Sentra

The Sentra's 2013 redesign diminished steering feel, and left the ride below par. Equipment levels remained good but the interior feels cheap and the engine is a bit noisy. Fuel economy with the CVT rose to a respectable 29 mpg overall. A freshening for 2016 brought a tweaked suspension, slightly reworked CVT, and other modest enhancements in an attempt to reduce noise. A substantially redesigned model debuted for 2020. The new Sentra shed its dowdy look and overall driving mediocrity to become one of the best sedans in its class. The engine and transmission are a pleasant combination that provide unobtrusive acceleration. The more advanced rear suspension facilitates a comfortable ride and nimble handling. The interior looks upscale, especially in the SR and SV trims; buyers can even get a power seat, leather upholstery, and heated seats. The rear seat is relatively roomy, and the infotainment system is easy to use.

REDESIGN/FRESHENING: 2013, 2020

SAFETY EQUIPMENT: ABS, ESC, side and head protection air bags standard. FCW, AEB, BSW, and RCTW standard from 2020.

DRIVE WHEELS: Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	*	↓	*	*	*	↓	*	!	↓	*
Engine, Major	*	⇈	*	*	*	⇈	*	⇈	⇈	*
Engine Minor	*	⇈	*	*	*	⇈	*	⇈	⇈	*
Engine Cooling	*	⇈	*	*	*	⇈	*	⇈	⇈	*
Trans. Major	*	⇊	*	*	*	⇊	*	⇊	⇈	*
Trans. Minor	*	↓	*	*	*	⇈	*	⇈	⇈	*
Electric Motor										
EV Battery										
EV Charging										
Drive System	*	⇈	*	*	*	⇈	*	⇈	⇈	*
Fuel System	*	⇈	*	*	*	⇈	*	⇈	⇈	*
Electrical	*	⇈	*	*	*	⇈	*	⇈	↓	*
Climate Syst.	*	↓	*	*	*	⇊	*	↓	↓	*
Suspension	*	⇈	*	*	*	⇈	*	⇈	⇈	*
Brakes	*	⇊	*	*	*	↓	*	⇈	⇊	*
Exhaust	*	⇊	*	*	*	⇈	*	⇈	⇈	*
Paint/Trim	*	⇊	*	*	*	↓	*	⇈	⇊	*
Noises & Leaks	*	⇊	*	*	*	⇊	*	⇈	↓	*
Body Hardware	*	⇊	*	*	*	⇈	*	⇊	⇊	*
Power Equip.	*	⇈	*	*	*	↓	*	⇈	!	*
In-Car Electr.	*	!	*	*	*	⇊	*	⇈	↓	*

PRICES

2014	$5,500 - $6,800
2015	$6,100 - $7,500
2016	$6,700 - $8,700
2017	$8,200 - $12,400
2018	$9,800 - $15,100
2019	$13,300 - $17,700
2020	$17,000 - $18,300
2021	$18,100 - $20,200
2022	$19,900 - $22,000
2023	$21,300 - $23,200

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	Poor	↑/⇈
2015	Good	Good	↑/⇈
2016	Good	Good	↑/⇈
2017	Good	Good	↑/⇈
2018	Good	Good	↑/⇈
2019	Good	Good	↑/⇈
2020	Good	Good	↑/⇈
2021	Good	Good	↑/⇈
2022	Good	Good	↑/⇈
2023	Good	Good	↑/⇈

Nissan Titan

Nissan's full-sized pickup has a large cabin, a fairly comfortable ride, agile handling, and a very smooth transmission. The V8 provides strong acceleration, but the engine and exhaust noise can become tiresome and interior fit and finish is lackluster. The 2017 redesign brought a smooth and punchy 5.6-liter V8 and a slick seven-speed automatic. A V6 engine was available along with a heavier duty 'XD' version with a stiffer suspension. The ride is tolerable and handling is secure. The cabin is roomy and has plenty of storage space. All 2019 models got a new 7-inch touch-screen infotainment system. There's also a new rear-door alert system to remind drivers to check the back seat after the vehicle is parked. A substantially refreshed Titan debuted for 2020. Updates included a nine-speed automatic; a 10-hp horsepower boost to 400 hp for the V8; an available 9-inch touch-screen infotainment system; and a host of standard safety features.

REDESIGN/FRESHENING: 2004, 2017

SAFETY EQUIPMENT: ABS, ESC, side and head protection air bags standard. FCW, AEB, BSW, and RCTW standard from 2020.

DRIVE WHEELS: 4WD; Rear

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	*	*		*	*	*	*	*	*	*
Engine, Major	*	*		*	*	*	*	*	*	*
Engine Minor	*	*		*	*	*	*	*	*	*
Engine Cooling	*	*		*	*	*	*	*	*	*
Trans. Major	*	*		*	*	*	*	*	*	*
Trans. Minor	*	*		*	*	*	*	*	*	*
Electric Motor										
EV Battery										
EV Charging										
Drive System	*	*		*	*	*	*	*	*	*
Fuel System	*	*		*	*	*	*	*	*	*
Electrical	*	*		*	*	*	*	*	*	*
Climate Syst.	*	*		*	*	*	*	*	*	*
Suspension	*	*		*	*	*	*	*	*	*
Brakes	*	*		*	*	*	*	*	*	*
Exhaust	*	*		*	*	*	*	*	*	*
Paint/Trim	*	*		*	*	*	*	*	*	*
Noises & Leaks	*	*		*	*	*	*	*	*	*
Body Hardware	*	*		*	*	*	*	*	*	*
Power Equip.	*	*		*	*	*	*	*	*	*
In-Car Electr.	*	*		*	*	*	*	*	*	*

PRICES

2014	$12,000 - $17,500
2015	$13,600 - $18,800
2016	-
2017	$13,800 - $25,000
2018	$16,600 - $28,100
2019	$17,500 - $32,000
2020	$22,500 - $37,100
2021	$25,800 - $41,800
2022	$27,500 - $46,600
2023	$32,000 - $60,000

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	NT	NT
2015	Good	NT	NT
2016	-	-	-
2017	Good	Good	↑/⇈
2018	Good	Good	↑/⇈
2019	Good	Good	↑/⇈
2020	NT	NT	↑/⇈
2021	Good	Good	↑/⇈
2022	Good	Good	↑/⇈
2023	Good	Good	↑/⇈

Nissan Versa

Nissan's subcompact Versa underwent a disappointing redesign for 2012. It eroded the previous car's budget-plush feel with a noisy and blatantly cheap interior and a so-so ride. The 2014 hatchback redesign, dubbed the Versa Note, brought a roomier cabin and livelier handling, and is the more pleasant version. The Versa scored a poor in the IIHS small-overlap crash test. A 2020 redesign brought a more stylish package, but offered just the sedan body style. While it is mostly user-friendly, the Versa is no joy to drive. It has a stiff ride, vague steering that contributes to its dull handling, and droning engine. Fuel economy is good at 32 mpg overall, but even some midsized sedan can match or better that. The basic driver's seat is short on back support. Unlike the previous Versa, which had an amazingly roomy rear seat for its size, the rear is now rather cramped and has tight legroom.

REDESIGN/FRESHENING:
2012, 2020

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2020.

DRIVE WHEELS:
Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	**'20**	'21	'22	'23
Overall Reliability	*	*	*	*	*	*	*	*	*	*
Engine, Major	*	*	*	*	*	*	*	*	*	*
Engine Minor	*	*	*	*	*	*	*	*	*	*
Engine Cooling	*	*	*	*	*	*	*	*	*	*
Trans. Major	*	*	*	*	*	*	*	*	*	*
Trans. Minor	*	*	*	*	*	*	*	*	*	*
Electric Motor										
EV Battery										
EV Charging										
Drive System	*	*	*	*	*	*	*	*	*	*
Fuel System	*	*	*	*	*	*	*	*	*	*
Electrical	*	*	*	*	*	*	*	*	*	*
Climate Syst.	*	*	*	*	*	*	*	*	*	*
Suspension	*	*	*	*	*	*	*	*	*	*
Brakes	*	*	*	*	*	*	*	*	*	*
Exhaust	*	*	*	*	*	*	*	*	*	*
Paint/Trim	*	*	*	*	*	*	*	*	*	*
Noises & Leaks	*	*	*	*	*	*	*	*	*	*
Body Hardware	*	*	*	*	*	*	*	*	*	*
Power Equip.	*	*	*	*	*	*	*	*	*	*
In-Car Electr.	*	*	*	*	*	*	*	*	*	*

PRICES

2014	$4,800 - $5,500
2015	$5,900 - $6,500
2016	$7,200 - $8,200
2017	$8,400 - $9,500
2018	$7,500 - $9,600
2019	$10,300 - $12,500
2020	$13,700 - $17,300
2021	$15,900 - $18,300
2022	$17,400 - $19,500
2023	$18,600 - $21,300

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	Poor	!/▲
2015	Good	Poor	!/▲
2016	Good	Poor	▲/▲
2017	Good	Poor	▲/NT
2018	Good	Poor	▲/▲
2019	Good	Poor	▲/▲
2020	Good	NT	▲▲/▲▲
2021	Good	NT	▲/▲▲
2022	Good	NT	▲/▲▲
2023	Good	NT	▲/▲▲

Nissan Z

The Z's strong, smooth V6 gives it very quick acceleration and respectable fuel economy from its 3.7 liter V6 engine. Handling is very agile but the ride is stiff and choppy, and the car isn't as engaging to drive as one would expect. Road and tire noise are constant, making the Z tiring on trips. Updates for 2015 included standard Bluetooth and revised suspension tuning. New additions for 2016 included an optional noise cancellation/enhancement system aimed at quieting some of the offensive racket while creating more performance oriented sound. The Z is also offered as a higher-performance Nismo version, which gets you exterior aerodynamic add-ons, 19-inch wheels, Recaro seats, a stiffer suspension, and 18 more horsepower. Updates for 2018 include some interior and exterior enhancements. While the Z was suspended for 2021 and 2022, a redesigned Z arrived for 2023.

REDESIGN/FRESHENING:
2009, 2023

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW, AEB, BSW, and RCTW standard from 2023.

DRIVE WHEELS:
Rear

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	**'23**
Overall Reliability	*	*	*	*	*	*	*		*	*
Engine, Major	*	*	*	*	*	*	*		*	*
Engine Minor	*	*	*	*	*	*	*		*	*
Engine Cooling	*	*	*	*	*	*	*		*	*
Trans. Major	*	*	*	*	*	*	*		*	*
Trans. Minor	*	*	*	*	*	*	*		*	*
Electric Motor										
EV Battery										
EV Charging										
Drive System	*	*	*	*	*	*	*		*	*
Fuel System	*	*	*	*	*	*	*		*	*
Electrical	*	*	*	*	*	*	*		*	*
Climate Syst.	*	*	*	*	*	*	*		*	*
Suspension	*	*	*	*	*	*	*		*	*
Brakes	*	*	*	*	*	*	*		*	*
Exhaust	*	*	*	*	*	*	*		*	*
Paint/Trim	*	*	*	*	*	*	*		*	*
Noises & Leaks	*	*	*	*	*	*	*		*	*
Body Hardware	*	*	*	*	*	*	*		*	*
Power Equip.	*	*	*	*	*	*	*		*	*
In-Car Electr.	*	*	*	*	*	*	*		*	*

PRICES

2014	$16,500 - $17,800
2015	$17,900 - $19,500
2016	$19,000 - $21,200
2017	$21,300 - $23,600
2018	$23,400 - $31,900
2019	$24,800 - $34,300
2020	$27,000 - $37,200
2021	-
2022	-
2023	$44,200 - $56,900

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	NT	NT	NT
2015	NT	NT	NT
2016	NT	NT	NT
2017	NT	NT	NT
2018	NT	NT	NT
2019	NT	NT	NT
2020	NT	NT	NT
2021	-	-	-
2022	NT	NT	NT
2023	NT	NT	NT

Porsche 911

Throughout its generations we have found the 911 a delight to drive, with pinpoint steering and rock-solid body control. The 2013 redesign brought more power and improved fuel economy through the new seven-speed automated manual and manual transmissions. The automatic gives nothing up in performance. The car is still super quick and agile, yet also more civilized than ever. For 2017, the engines have been updated, with the base model getting a 370-hp turbo 3.0-liter six and the Carrera S a 420-hp turbo six. The 911's unmistakable silhouette and rear-engine layout remain in the 2020 redesign. Both rear- or all-wheel drive are available. A 379-hp, turbocharged 3.0-liter six-cylinder engine and eight-speed dual-clutch automatic transmission are standard. Luckily, one can still find a manual transmission on some versions of the 911.

REDESIGN/FRESHENING:
2005, 2013, 2020

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2020.

DRIVE WHEELS:
AWD; Rear

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	*	*	*	*	*	*	*	*	*	*
Engine, Major	*	*	*	*	*	*	*	*	*	*
Engine Minor	*	*	*	*	*	*	*	*	*	*
Engine Cooling	*	*	*	*	*	*	*	*	*	*
Trans. Major	*	*	*	*	*	*	*	*	*	*
Trans. Minor	*	*	*	*	*	*	*	*	*	*
Electric Motor										
EV Battery										
EV Charging										
Drive System	*	*	*	*	*	*	*	*	*	*
Fuel System	*	*	*	*	*	*	*	*	*	*
Electrical	*	*	*	*	*	*	*	*	*	*
Climate Syst.	*	*	*	*	*	*	*	*	*	*
Suspension	*	*	*	*	*	*	*	*	*	*
Brakes	*	*	*	*	*	*	*	*	*	*
Exhaust	*	*	*	*	*	*	*	*	*	*
Paint/Trim	*	*	*	*	*	*	*	*	*	*
Noises & Leaks	*	*	*	*	*	*	*	*	*	*
Body Hardware	*	*	*	*	*	*	*	*	*	*
Power Equip.	*	*	*	*	*	*	*	*	*	*
In-Car Electr.	*	*	*	*	*	*	*	*	*	*

PRICES

2014	$50,000 - $95,600
2015	$56,800 - $109,500
2016	$62,000 - $122,300
2017	$71,600 - $142,200
2018	$74,200 - $147,800
2019	$82,900 - $165,600
2020	$101,200 - $128,900
2021	$113,200 - $215,900
2022	$130,200 - $237,100
2023	$148,000 - $261,400

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	NT	NT	NT
2015	NT	NT	NT
2016	NT	NT	NT
2017	NT	NT	NT
2018	NT	NT	NT
2019	NT	NT	NT
2020	NT	NT	NT
2021	NT	NT	NT
2022	NT	NT	NT
2023	NT	NT	NT

Porsche Boxster, 718 Boxster

This sporty mid-engine roadster has fun, agile handling, excellent brakes, and precise steering. The ride is firm and well controlled, yet not punishing. The two fore-and-aft trunks add some practicality. The power top is easy to operate and works at up to 30 mph. An all-new Boxster arrived for 2013 with a longer wheelbase and a wider track. Handling is excellent even with the electric steering, and the ride is not punishing. Interior quality and refinement were improved. For 2017, Porsche's redesigned Boxster roadster was named 718 Boxster. It came with turbocharged 2.0- and 2.5-liter four-cylinder engines, replacing the previous Sixes, but retained the impressive grip and balance. The Cayman is the coupe version of the Boxster, and received all of the same updates and changes over the years.

REDESIGN/FRESHENING:
2013, 2017

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard.

DRIVE WHEELS:
Rear

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	*	*	*	*	*	*	*	*	*	*
Engine, Major	*	*	*	*	*	*	*	*	*	*
Engine Minor	*	*	*	*	*	*	*	*	*	*
Engine Cooling	*	*	*	*	*	*	*	*	*	*
Trans. Major	*	*	*	*	*	*	*	*	*	*
Trans. Minor	*	*	*	*	*	*	*	*	*	*
Electric Motor										
EV Battery										
EV Charging										
Drive System	*	*	*	*	*	*	*	*	*	*
Fuel System	*	*	*	*	*	*	*	*	*	*
Electrical	*	*	*	*	*	*	*	*	*	*
Climate Syst.	*	*	*	*	*	*	*	*	*	*
Suspension	*	*	*	*	*	*	*	*	*	*
Brakes	*	*	*	*	*	*	*	*	*	*
Exhaust	*	*	*	*	*	*	*	*	*	*
Paint/Trim	*	*	*	*	*	*	*	*	*	*
Noises & Leaks	*	*	*	*	*	*	*	*	*	*
Body Hardware	*	*	*	*	*	*	*	*	*	*
Power Equip.	*	*	*	*	*	*	*	*	*	*
In-Car Electr.	*	*	*	*	*	*	*	*	*	*

PRICES

2014	$26,100 - $32,700
2015	$29,600 - $45,200
2016	$33,600 - $50,100
2017	$35,300 - $44,200
2018	$41,100 - $58,400
2019	$45,600 - $63,800
2020	$57,000 - $90,100
2021	$61,600 - $96,800
2022	$70,200 - $109,300
2023	$80,700 - $123,200

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	NT	NT	NT
2015	NT	NT	NT
2016	NT	NT	NT
2017	NT	NT	NT
2018	NT	NT	NT
2019	NT	NT	NT
2020	NT	NT	NT
2021	NT	NT	NT
2022	NT	NT	NT
2023	NT	NT	NT

⇊ ↓ ! ↑ ⇈ ✓

WORSE — BETTER GOOD BET

Porsche Cayenne

Porsche's luxury, midsized SUV received a comprehensive 2011 redesign that made it one of the sportiest, most agile SUVs on the market. Available in V6, V8, diesel, and hybrid versions, all have a slick eight-speed automatic. The ride is a bit stiff at low speeds but steady and controlled as you pick up the pace. The cabin is well finished but many controls are overly complicated. Porsche's redesigned 2019 Cayenne is still a substantial luxury SUV that drives almost like a sports car, but with a firm ride. The 3.0-liter V6 turbo has robust acceleration once on the fly but we found some initial hesitation off the line. The infotainment system and other controls are tricky to use. Interior fit and finish is impeccable and the seats are very comfortable and supportive. Changes for 2020 include a new Turbo S E-Hybrid model, developed between a 4.0-liter twin-turbo V8 engine and an electric motor. A coupe body style is available.

REDESIGN/FRESHENING:
2011, 2019

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2019.

DRIVE WHEELS:
AWD

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	*	*	*	*	*	↓	*	*	*	*
Engine, Major	*	*	*	*	*	⇈	*	*	*	*
Engine Minor	*	*	*	*	*	⇈	*	*	*	*
Engine Cooling	*	*	*	*	*	⇊	*	*	*	*
Trans. Major	*	*	*	*	*	⇈	*	*	*	*
Trans. Minor	*	*	*	*	*	⇈	*	*	*	*
Electric Motor										
EV Battery										
EV Charging										
Drive System	*	*	*	*	*	⇈	*	*	*	*
Fuel System	*	*	*	*	*	⇈	*	*	*	*
Electrical	*	*	*	*	*	⇈	*	*	*	*
Climate Syst.	*	*	*	*	*	⇈	*	*	*	*
Suspension	*	*	*	*	*	⇈	*	*	*	*
Brakes	*	*	*	*	*	!	*	*	*	*
Exhaust	*	*	*	*	*	⇈	*	*	*	*
Paint/Trim	*	*	*	*	*	⇈	*	*	*	*
Noises & Leaks	*	*	*	*	*	⇊	*	*	*	*
Body Hardware	*	*	*	*	*	⇈	*	*	*	*
Power Equip.	*	*	*	*	*	!	*	*	*	*
In-Car Electr.	*	*	*	*	*	⇊	*	*	*	*

PRICES

2014	$14,200 - $29,900
2015	$17,800 - $28,200
2016	$17,000 - $45,300
2017	$22,800 - $57,600
2018	$24,800 - $70,100
2019	$36,300 - $68,800
2020	$43,900 - $110,800
2021	$52,900 - $126,800
2022	$62,200 - $161,200
2023	$69,900 - $198,300

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	NT	NT	NT
2015	NT	NT	NT
2016	NT	NT	NT
2017	NT	NT	NT
2018	NT	NT	NT
2019	NT	NT	NT
2020	NT	NT	NT
2021	NT	NT	NT
2022	NT	NT	NT
2023	NT	NT	NT

Porsche Macan

Porsche's compact luxury SUV combines much of the performance and feel of its sports cars with the functional package of a small SUV. Two engines are offered; a 3.0-liter V6 turbo in the S and a 3.6-liter V6 turbo in the up level Turbo version. A turbocharged four-cylinder was added later. Though based on the Audi Q5, the power and handling are true Porsche, as are the seats, controls, fit and finish, and attention to detail. Handling agility, taut body control, and a firm brake pedal make it fun to drive. The cabin is snug, and its controls can be confusing at first. While the Macan isn't meant for utilitarian tasks, it possesses impressively high towing and payload capacities. Updates for 2019 included standard LED headlights, a new 10.9-inch touch screen for the infotainment system, reworked suspension, and standard voice controls and navigation. The Macan GTS uses a 375-hp 2.9-liter twin-turbo V6. 2022 saw exterior and interior styling updates.

REDESIGN/FRESHENING:
2015

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard.

DRIVE WHEELS:
AWD

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability		*	*	↓	↑	↓	↑	↑	↑	↓
Engine, Major		*	*	⇊	↑	⇈	⇈	⇈	⇈	⇈
Engine Minor		*	*	⇊	⇈	⇈	↑	⇈	⇈	⇈
Engine Cooling		*	*	↓	⇈	⇈	↑	⇈	⇈	⇈
Trans. Major		*	*	⇊	↑	⇈	⇈	⇈	⇈	!
Trans. Minor		*	*	!	↑	⇈	⇈	⇈	⇈	⇈
Electric Motor										
EV Battery										
EV Charging										
Drive System		*	*	⇊	!	⇈	⇈	⇈	⇈	⇈
Fuel System		*	*	⇈	⇈	⇊	⇈	⇈	⇈	⇈
Electrical		*	*	↑	⇈	⇈	⇈	⇈	⇈	⇈
Climate Syst.		*	*	↓	⇈	⇊	⇈	⇈	↓	⇈
Suspension		*	*	⇊	!	⇈	!	⇈	⇈	!
Brakes		*	*	↑	⇈	!	!	⇈	⇈	⇈
Exhaust		*	*	⇈	⇈	⇊	⇈	⇊	⇈	⇈
Paint/Trim		*	*	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Noises & Leaks		*	*	↑	↑	!	↑	⇈	⇈	!
Body Hardware		*	*	⇈	⇈	⇈	⇈	!	⇈	⇈
Power Equip.		*	*	!	⇈	⇊	↑	!	↓	⇊
In-Car Electr.		*	*	↑	⇈	⇈	⇈	⇈	↓	↑

PRICES

2014	-
2015	$17,300 - $22,200
2016	$19,700 - $26,200
2017	$20,600 - $30,200
2018	$25,300 - $42,600
2019	$31,200 - $38,800
2020	$34,900 - $59,300
2021	$41,400 - $66,400
2022	$51,400 - $80,700
2023	$61,800 - $95,600

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	-	-	-
2015	NT	NT	NT
2016	NT	NT	NT
2017	NT	NT	NT
2018	NT	NT	NT
2019	NT	NT	NT
2020	NT	NT	NT
2021	NT	NT	NT
2022	NT	NT	NT
2023	NT	NT	NT

Porsche Panamera

Porsche's four-door luxury car is large and low-slung, with a coupe silhouette and a hatchback body. Handling is agile, with excellent steering and a supple ride. Normally aspirated and turbocharged V8s are offered, along with a V6. All use a quick-shifting seven-speed automated manual that isn't as smooth at low speeds as a regular automatic. Our tested S model, with a 400-hp, 4.8-liter V8, returned strong performance and 20 mpg overall. Four adults fit in the snug but beautifully finished interior. Complicated and button-laden controls, tight access, and impaired visibility are demerits. A hybrid and a long-wheelbase version arrived for 2014. The Panamera was redesigned 2017 with new turbo engines and a high-tech, touch-activated control layout that features an electronic gear selector. For 2021, new turbo V6 and V8 engines provided plenty of motivation, and different hybrid powertrains are offered.

REDESIGN/FRESHENING:
2010, 2017

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard.

DRIVE WHEELS:
AWD; Rear

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	*	*	*	*	*	*	*	*	*	*
Engine, Major	*	*	*	*	*	*	*	*	*	*
Engine Minor	*	*	*	*	*	*	*	*	*	*
Engine Cooling	*	*	*	*	*	*	*	*	*	*
Trans. Major	*	*	*	*	*	*	*	*	*	*
Trans. Minor	*	*	*	*	*	*	*	*	*	*
Electric Motor										
EV Battery										
EV Charging										
Drive System	*	*	*	*	*	*	*	*	*	*
Fuel System	*	*	*	*	*	*	*	*	*	*
Electrical	*	*	*	*	*	*	*	*	*	*
Climate Syst.	*	*	*	*	*	*	*	*	*	*
Suspension	*	*	*	*	*	*	*	*	*	*
Brakes	*	*	*	*	*	*	*	*	*	*
Exhaust	*	*	*	*	*	*	*	*	*	*
Paint/Trim	*	*	*	*	*	*	*	*	*	*
Noises & Leaks	*	*	*	*	*	*	*	*	*	*
Body Hardware	*	*	*	*	*	*	*	*	*	*
Power Equip.	*	*	*	*	*	*	*	*	*	*
In-Car Electr.	*	*	*	*	*	*	*	*	*	*

PRICES

2014	$18,800 - $39,600
2015	$22,100 - $45,300
2016	$25,700 - $55,300
2017	$38,900 - $60,800
2018	$45,200 - $89,600
2019	$52,300 - $108,300
2020	$60,200 - $132,800
2021	$73,100 - $160,000
2022	$83,600 - $180,500
2023	$93,400 - $193,800

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	NT	NT	NT
2015	NT	NT	NT
2016	NT	NT	NT
2017	NT	NT	NT
2018	NT	NT	NT
2019	NT	NT	NT
2020	NT	NT	NT
2021	NT	NT	NT
2022	NT	NT	NT
2023	NT	NT	NT

Porsche Taycan

Porsche's EV sedan has the power, performance, and high-tech vibe to rival a Tesla. The Taycan is a low-slung four-door sedan costing six-figures. It's quick, agile, rides comfortably, and is very enjoyable to drive. The EPA-rated range is 203 miles. Charging time is long on a 240 volt connector, taking 11 hours for the larger 93 kWh battery.. The front seats are very comfortable, the rear is a bit tight. Visibility to the rear and sides is hindered. The car has a decent trunk and an additional small one up front. The controls are complicated and remain unintuitive even after repeated use, and the EV-related displays aren't as prominent as in a Tesla. The car is substantial but interior ambiance is less impressive than it is in other Porsche models. For 2021, a less expensive RWD version was added. The 4S's EPA range estimate with the performance battery increased from 203 to 227 miles. A wagon body style, named Cross Turismo, is also available.

REDESIGN/FRESHENING:
2019

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard.

DRIVE WHEELS:
AWD; Rear

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability							*	*	*	*
Engine, Major										
Engine Minor										
Engine Cooling										
Trans. Major										
Trans. Minor										
Electric Motor							*	*	*	*
EV Battery							*	*	*	*
EV Charging							*	*	*	*
Drive System							*	*	*	*
Fuel System										
Electrical										
Climate Syst.							*	*	*	*
Suspension							*	*	*	*
Brakes							*	*	*	*
Exhaust										
Paint/Trim							*	*	*	*
Noises & Leaks							*	*	*	*
Body Hardware							*	*	*	*
Power Equip.							*	*	*	*
In-Car Electr.							*	*	*	*

PRICES

2014	-
2015	-
2016	-
2017	-
2018	-
2019	-
2020	$58,600 - $99,900
2021	$60,700 - $126,800
2022	$77,200 - $153,300
2023	$92,800 - $175,800

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	-	-	-
2018	-	-	-
2019	-	-	-
2020	NT	NT	NT
2021	NT	NT	NT
2022	NT	NT	NT
2023	NT	NT	NT

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Ram 1500

The Ram's coil-spring rear suspension gives it excellent ride and handling characteristics. The 2013 update brought a lighter and stiffer frame, along with Chrysler's intuitive Uconnect 8.4 system. Interior fit and finish is decent and storage is more than ample too. The roomy Crew Cab has a huge backseat and towing ratings are competitive, although payload capacity is a bit light compared to rivals. A diesel arrived for 2014. A 2019 redesign gave the 5.7-liter V8 a mild-hybrid option that ensures smooth stop-start at idle without compromising the A/C. We got 17 mpg overall with it. Handling is secure and responsive, and the cabin is extremely quiet. Rear-seat room is generous, and the Uconnect touch-screen infotainment system is easy to use. A 3.0-liter V6 turbodiesel engine is new for 2020, complete with 260 horsepower and 480 lb.-ft. of torque; it returned 23 mpg in our testing. 2021 saw the arrival of the high-performance 702-hp, 6.2-liter supercharged V8 TRX.

REDESIGN/FRESHENING: 2013, 2019, 2025

SAFETY EQUIPMENT: ABS, ESC, head protection, and side air bags standard.

DRIVE WHEELS: 4WD; Rear

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	**'19**	'20	'21	'22	'23
Overall Reliability	↓	!	!	!	↓	↓	↓	!	!	↓
Engine, Major	↓	↑	↑	↑	!	⇈	↑	⇈	⇈	⇈
Engine Minor	!	⇈	↓	↓	!	⇈	⇈	⇈	⇈	⇈
Engine Cooling	⇈	↑	⇈	⇈	↑	⇈	⇈	⇈	⇈	⇈
Trans. Major	⇊	⇈	⇈	⇈	⇈	⇈	↑	⇈	⇈	↑
Trans. Minor	⇈	⇈	⇈	↑	↑	↑	↑	⇈	↑	⇈
Electric Motor										
EV Battery										
EV Charging										
Drive System	⇊	!	↑	↑	↑	↑	↑	↑	⇈	⇈
Fuel System	⇊	⇊	⇊	⇊	⇊	↓	↑	⇈	⇈	⇈
Electrical	↓	⇈	⇈	⇈	↑	⇈	↑	↑	⇈	⇈
Climate Syst.	↑	↑	⇈	⇈	↑	!	!	⇈	↑	⇈
Suspension	!	⇊	↑	⇊	!	⇈	↑	!	⇈	↑
Brakes	↓	!	↓	↑	!	↑	!	↑	↑	⇈
Exhaust	⇊	⇊	⇊	⇊	↓	⇊	↓	↑	⇈	⇈
Paint/Trim	↓	↓	↑	↑	↑	↓	⇈	↑	↓	!
Noises & Leaks	↓	⇈	↑	⇊	⇊	⇊	⇊	!	↑	⇈
Body Hardware	!	↓	↑	⇈	⇈	↓	↑	↑	↑	↑
Power Equip.	↓	↑	↓	↑	⇊	↓	!	↑	⇈	↑
In-Car Electr.	!	!	⇊	!	⇊	⇊	↓	⇈	⇊	↑

PRICES

2014	$8,500 - $18,900
2015	$9,500 - $22,600
2016	$11,100 - $25,000
2017	$12,800 - $27,000
2018	$13,800 - $31,500
2019	$16,300 - $37,600
2020	$18,600 - $45,600
2021	$20,300 - $76,600
2022	$24,200 - $83,300
2023	$27,700 - $97,000

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	NT	↑/⇈
2015	Good	Marg.	↑/⇈
2016	Good	Marg.	↑/⇈
2017	Good	Marg.	↑/⇈
2018	Good	Marg.	↑/⇈
2019	Good	Good	↑/⇈
2020	Good	Good	↑/⇈
2021	Good	Good	↑/⇈
2022	Good	Good	↑/⇈
2023	Good	Good	↑/⇈

Scion FR-S, Toyota 86

Jointly developed with the Subaru BRZ, the rear-wheel-drive FR-S features a 200-hp, 2.0-liter four-cylinder teamed with a choice of a six-speed manual or six-speed automatic transmission. Its mere 2,800-pound curb weight and optimal weight distribution give it super-agile handling and balance at its limits. In corners the car turns in promptly with virtually no body lean. The steering is well weighted, with decent feedback. The FR-S has a slightly more compliant ride than the BRZ. Inside, the cabin is relatively plain, with well-bolstered front sport seats, but the stiff ride and elevated noise can be taxing, and the vestigial rear seats are best left for cargo. The Scion brand was discontinued for the 2017 model year, and the FR-S was renamed as the Toyota 86. It was redesigned for 2022 and renamed the GR86. The new 2.4-liter four-cylinder engine has more horsepower than the previous model, and the extra verve adds to the driving enjoyment. Handling is superb, proving to be a delight on a track.

REDESIGN/FRESHENING: 2013, 2017, 2022

SAFETY EQUIPMENT: ABS, ESC, side and head protection air bags standard.

DRIVE WHEELS: Rear

RELIABILITY HISTORY

	'14	'15	'16	**'17**	'18	'19	'20	'21	**'22**	'23
Overall Reliability	*	*	*	*	*	*	*		*	*
Engine, Major	*	*	*	*	*	*	*		*	*
Engine Minor	*	*	*	*	*	*	*		*	*
Engine Cooling	*	*	*	*	*	*	*		*	*
Trans. Major	*	*	*	*	*	*	*		*	*
Trans. Minor	*	*	*	*	*	*	*		*	*
Electric Motor										
EV Battery										
EV Charging										
Drive System	*	*	*	*	*	*	*		*	*
Fuel System	*	*	*	*	*	*	*		*	*
Electrical	*	*	*	*	*	*	*		*	*
Climate Syst.	*	*	*	*	*	*	*		*	*
Suspension	*	*	*	*	*	*	*		*	*
Brakes	*	*	*	*	*	*	*		*	*
Exhaust	*	*	*	*	*	*	*		*	*
Paint/Trim	*	*	*	*	*	*	*		*	*
Noises & Leaks	*	*	*	*	*	*	*		*	*
Body Hardware	*	*	*	*	*	*	*		*	*
Power Equip.	*	*	*	*	*	*	*		*	*
In-Car Electr.	*	*	*	*	*	*	*		*	*

PRICES

2014	$11,900 - $13,600
2015	$13,500 - $14,600
2016	$14,700 - $16,100
2017	$18,200 - $19,500
2018	$19,900 - $22,000
2019	$21,700 - $25,600
2020	$24,500 - $28,000
2021	-
2022	$28,600 - $32,900
2023	$31,200 - $39,800

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	Accept.	↑/⇈
2015	Good	Accept.	↑/⇈
2016	Good	Accept.	↑/⇈
2017	Good	Accept.	↑/NT
2018	Good	Accept.	↑/NT
2019	Good	Accept.	↑/NT
2020	Good	Accept.	↑/NT
2021	-	-	-
2022	Good	Good	NT
2023	Good	Good	NT

Scion iA, Toyota Yaris iA

Scion's first four-door sedan was actually built by Mazda. It was based on the Mazda2 (not sold in the U.S.) and is powered by a 106-hp, 1.5-liter four-cylinder hooked up to either a six-speed manual or automatic. In our testing we got 35 mpg overall with the automatic. The iA proves to be quite pleasant for a subcompact with nimble handling and semi-decent interior decor. It also comes with a standard low-speed pre-collision system that uses a laser sensor to help the driver avoid collisions. A backup camera is standard. Inside, the iA gets steering-wheel controls for the audio, a 7-inch center screen display controlled via a central knob, just like in current Mazda models. A navigation system was a dealer-installed option. The Scion brand was discontinued for the 2017 model year, and the iA was renamed the Toyota Yaris iA. 2018 was the final year for the Yaris iA.

REDESIGN/FRESHENING:
2016, 2017

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. AEB standard from 2017.

DRIVE WHEELS:
Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability			*	*	*					
Engine, Major			*	*	*					
Engine Minor			*	*	*					
Engine Cooling			*	*	*					
Trans. Major			*	*	*					
Trans. Minor			*	*	*					
Electric Motor										
EV Battery										
EV Charging										
Drive System			*	*	*					
Fuel System			*	*	*					
Electrical			*	*	*					
Climate Syst.			*	*	*					
Suspension			*	*	*					
Brakes			*	*	*					
Exhaust			*	*	*					
Paint/Trim			*	*	*					
Noises & Leaks			*	*	*					
Body Hardware			*	*	*					
Power Equip.			*	*	*					
In-Car Electr.			*	*	*					

PRICES

2014	-
2015	-
2016	$9,500 - $9,500
2017	$10,600 - $10,600
2018	$11,000 - $11,800
2019	-
2020	-
2021	-
2022	-
2023	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	-	-	-
2015	-	-	-
2016	Good	Good	NT
2017	Good	Good	⏫/⏫
2018	Good	Good	⏫/⏫
2019	-	-	-
2020	-	-	-
2021	-	-	-
2022	-	-	-
2023	-	-	-

Scion iM, Toyota Corolla iM

The iM hatchback is essentially a better-handling Corolla hatchback, and is highlighted by its angular styling. Sized like a Mazda3, the iM gets a 137-hp, 1.8-liter four-cylinder engine hooked up to either a six-speed manual or a CVT. We got 31 mpg overall with the CVT in our testing. The iM possesses rewarding handling, a civilized ride, and a decent level of standard equipment, including automatic climate control and audio controls on the steering wheel. But acceleration is short on zip, and neither the ride nor the rear seat is as comfortable as the Corolla's. Standard safety equipment includes a backup camera and eight airbags. The Scion brand was discontinued for the 2017 model year. The iM was renamed as the Toyota Corolla iM. 2018 was the final year for the Corolla iM, and it was replaced by the Corolla Hatchback.

REDESIGN/FRESHENING:
2016, 2017

SAFETY EQUIPMENT:
ABS, ESC, side airbags standard. FCW and AEB standard from 2018.

DRIVE WHEELS:
Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability			*	*	*					
Engine, Major			*	*	*					
Engine Minor			*	*	*					
Engine Cooling			*	*	*					
Trans. Major			*	*	*					
Trans. Minor			*	*	*					
Electric Motor										
EV Battery										
EV Charging										
Drive System			*	*	*					
Fuel System			*	*	*					
Electrical			*	*	*					
Climate Syst.			*	*	*					
Suspension			*	*	*					
Brakes			*	*	*					
Exhaust			*	*	*					
Paint/Trim			*	*	*					
Noises & Leaks			*	*	*					
Body Hardware			*	*	*					
Power Equip.			*	*	*					
In-Car Electr.			*	*	*					

PRICES

2014	-
2015	-
2016	$11,400 - $11,400
2017	-
2018	-
2019	-
2020	-
2021	-
2022	-
2023	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	-	-	-
2015	-	-	-
2016	Good	NT	NT
2017	Good	NT	NT
2018	Good	NT	NT
2019	-	-	-
2020	-	-	-
2021	-	-	-
2022	-	-	-
2023	-	-	-

Scion tC

The tC is a small sporty coupe that offers a lot of features for the money, such as a dual-panel sunroof. Before 2011 the tC was powered by a spirited 160-hp, 2.4-liter four-cylinder engine, with the choice of a five-speed manual or four-speed automatic. Handling is fairly nimble but not exactly sporty. The ride is pleasant. The rear seat is relatively spacious for a small coupe, and its seatbacks can recline for passenger comfort. Expect very good fuel economy. 2011's redesign brought a power boost to 180-hp, and a choice of a six-speed automatic or manual transmissions, but the noisy cabin and jittery ride remained. Updates for 2014 included some styling tweaks, new suspension and steering calibrations, and a six-speed automatic transmission. 2016 was the tC's last year together with the Scion brand.

REDESIGN/FRESHENING:
2011

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard.

DRIVE WHEELS:
Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	*	*	*							
Engine, Major	*	*	*							
Engine Minor	*	*	*							
Engine Cooling	*	*	*							
Trans. Major	*	*	*							
Trans. Minor	*	*	*							
Electric Motor										
EV Battery										
EV Charging										
Drive System	*	*	*							
Fuel System	*	*	*							
Electrical	*	*	*							
Climate Syst.	*	*	*							
Suspension	*	*	*							
Brakes	*	*	*							
Exhaust	*	*	*							
Paint/Trim	*	*	*							
Noises & Leaks	*	*	*							
Body Hardware	*	*	*							
Power Equip.	*	*	*							
In-Car Electr.	*	*	*							

PRICES

2014	$9,100 - $10,300
2015	$10,900 - $11,800
2016	$13,100 - $14,400
2017	-
2018	-
2019	-
2020	-
2021	-
2022	-
2023	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	Accept.	⌃/⏫
2015	Good	Accept.	⌃/⏫
2016	Good	Accept.	⌃/⏫
2017	-	-	-
2018	-	-	-
2019	-	-	-
2020	-	-	-
2021	-	-	-
2022	-	-	-
2023	-	-	-

Smart ForTwo

This tiny two-seater is a snap to park, but otherwise it is not worth considering. Access to the cabin is very easy and the seats are comfortable. Power comes from a 1.0-liter, three-cylinder engine that does a decent job keeping up with traffic, but the Smart is very slow accelerating from a stop. It has a harsh ride, clumsy handling, and early models use an automated manual transmission with the worst shift quality we've experienced. It changes gears slowly, causing the car to pause and heave, rocking occupants fore and aft. We measured 39 mpg overall, but the Smart requires premium fuel. The ForTwo was redesigned and improved for 2016, but it's still not a smart choice unless easy parking is a priority. The last Smarts from the 2018 and 2019 model years were all-electric models with a short range.

REDESIGN/FRESHENING:
2008, 2016

SAFETY EQUIPMENT:
ABS, ESC, and side air bags standard.

DRIVE WHEELS:
Rear

RELIABILITY HISTORY

	'14	'15	**'16**	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	*	*	*	*	*	*				
Engine, Major										
Engine Minor										
Engine Cooling										
Trans. Major										
Trans. Minor										
Electric Motor	*	*	*	*	*	*				
EV Battery	*	*	*	*	*	*				
EV Charging	*	*	*	*	*	*				
Drive System	*	*	*	*	*	*				
Fuel System										
Electrical										
Climate Syst.	*	*	*	*	*	*				
Suspension	*	*	*	*	*	*				
Brakes	*	*	*	*	*	*				
Exhaust										
Paint/Trim	*	*	*	*	*	*				
Noises & Leaks	*	*	*	*	*	*				
Body Hardware	*	*	*	*	*	*				
Power Equip.	*	*	*	*	*	*				
In-Car Electr.	*	*	*	*	*	*				

PRICES

2014	$4,600 - $6,500
2015	$5,600 - $7,100
2016	$6,700 - $8,800
2017	$8,600 - $11,500
2018	$10,600 - $11,600
2019	$12,800 - $13,800
2020	-
2021	-
2022	-
2023	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	NT	NT
2015	Good	NT	NT
2016	Good	NT	NT
2017	Good	NT	⌃/⏫
2018	Good	NT	NT
2019	Good	NT	NT
2020	-	-	-
2021	-	-	-
2022	-	-	-
2023	-	-	-

Subaru Ascent

The Ascent is a functional, easy-to-live-with three-row SUV. Unlike most competitors, which offer a V6, the Subaru uses a turbocharged four-cylinder that delivers ample power in daily driving and gets 22 mpg overall. The jumpy initial takeoff takes some getting used to, however. The Ascent's plush ride is steady and controlled, and the suspension does an excellent job mopping up bumps. This is not the most agile SUV in corners, but it proves to be ultimately secure at its handling limits. The cabin is quiet, and the second-row captain's seats are roomy and comfortable. Even the third row is usable for shorter trips. The controls are very straightforward.

REDESIGN/FRESHENING: 2019

SAFETY EQUIPMENT: ABS, ESC, side and head protection air bags standard. FCW and AEB standard.

DRIVE WHEELS: AWD

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability						↓	↓	↓	↓	↑
Engine, Major						⇈	⇈	⇈	⇈	⇈
Engine Minor						⇈	!	↑	⇈	⇈
Engine Cooling						⇈	⇈	⇈	⇈	⇈
Trans. Major						⇊	⇊	↑	⇈	⇈
Trans. Minor						↑	!	↑	⇈	⇈
Electric Motor										
EV Battery										
EV Charging										
Drive System						!	!	⇈	⇈	⇈
Fuel System						⇈	⇈	⇈	⇈	⇈
Electrical						⇈	⇈	⇈	⇈	⇈
Climate Syst.						↑	↑	⇊	!	!
Suspension						!	↑	↑	!	⇈
Brakes						⇊	⇊	⇊	⇊	⇈
Exhaust						↑	⇈	⇈	⇈	⇈
Paint/Trim						!	!	↑	⇈	⇈
Noises & Leaks						↓	↓	↓	↑	⇈
Body Hardware						↑	↓	⇈	⇈	↑
Power Equip.						⇊	↓	↑	⇈	⇈
In-Car Electr.						↓	↑	!	⇈	⇈

PRICES

2014	-
2015	-
2016	-
2017	-
2018	-
2019	$21,600 - $26,100
2020	$24,400 - $30,000
2021	$27,000 - $33,200
2022	$30,200 - $36,200
2023	$33,400 - $41,100

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	-	-	-
2018	-	-	-
2019	Good	Good	⇈/⇈
2020	Good	Good	⇈/⇈
2021	Good	Good	⇈/⇈
2022	Good	Good	⇈/⇈
2023	Good	Good	⇈/⇈

Subaru BRZ

Developed with Toyota, the BRZ features a 200-hp, 2.0-liter four-cylinder with a choice of a six-speed manual or automatic. Handling is super responsive, with impressive agility. The BRZ turns into corners promptly, with virtually no body lean. The steering is quick and well weighted, with decent feedback. At its limits it understeers more than the nearly identical Scion FR-S/Toyota 86, which makes it more forgiving but slightly less rewarding, and it has a more jittery ride. Inside, the cabin is relatively plain, with well-bolstered front sport seats, but the stiff ride and elevated noise can be taxing, and the vestigial rear seats are best suited for cargo. Updates for 2017 included a 5-hp boost for models with the manual transmission, and standard LED headlights. The 2022 redesign featured a more-responsive 228-hp, 2.4-liter engine. The suspension has a firm, compliant ride.

REDESIGN/FRESHENING: 2013, 2022

SAFETY EQUIPMENT: ABS, ESC, side and head protection air bags standard.

DRIVE WHEELS: Rear

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	*	*	*	*	*	*	*		*	*
Engine, Major	*	*	*	*	*	*	*		*	*
Engine Minor	*	*	*	*	*	*	*		*	*
Engine Cooling	*	*	*	*	*	*	*		*	*
Trans. Major	*	*	*	*	*	*	*		*	*
Trans. Minor	*	*	*	*	*	*	*		*	*
Electric Motor										
EV Battery										
EV Charging										
Drive System	*	*	*	*	*	*	*		*	*
Fuel System	*	*	*	*	*	*	*		*	*
Electrical	*	*	*	*	*	*	*		*	*
Climate Syst.	*	*	*	*	*	*	*		*	*
Suspension	*	*	*	*	*	*	*		*	*
Brakes	*	*	*	*	*	*	*		*	*
Exhaust	*	*	*	*	*	*	*		*	*
Paint/Trim	*	*	*	*	*	*	*		*	*
Noises & Leaks	*	*	*	*	*	*	*		*	*
Body Hardware	*	*	*	*	*	*	*		*	*
Power Equip.	*	*	*	*	*	*	*		*	*
In-Car Electr.	*	*	*	*	*	*	*		*	*

PRICES

2014	$13,000 - $13,800
2015	$14,400 - $15,900
2016	$17,000 - $18,500
2017	$18,600 - $21,600
2018	$20,900 - $24,800
2019	$22,600 - $23,800
2020	$24,500 - $27,400
2021	-
2022	$26,500 - $31,200
2023	$28,700 - $33,400

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	Accept.	↑/⇈
2015	Good	Accept.	↑/⇈
2016	Good	Accept.	↑/⇈
2017	Good	Accept.	↑/NT
2018	Good	Accept.	↑/NT
2019	Good	Accept.	↑/NT
2020	Good	Accept.	↑/NT
2021	-	-	-
2022	Good	Good	NT
2023	Good	Good	NT

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Subaru Crosstrek, XV Crosstrek ✓

This small quasi-SUV is mechanically the same as the Impreza hatchback, but with a raised ride height that gives it room to slosh through deeply rutted roads. The cabin is rather noisy, the ride is stiff, and the little 148-hp, 2.0-liter four-cylinder engine has to work hard to maintain highway speed, but fuel economy is a good 26 mpg. The Hybrid version got 28 mpg overall. Updates for 2015 included an improved infotainment system. The 2018 redesign improved fuel economy to 29 mpg overall. The ride improved and handling is competent and enjoyable. The plug-in hybrid has a 17-mile mostly electric range, and gets 33 mpg as a regular hybrid. The seats are short on lumbar support but the rear seat is roomy. The infotainment system is easy to use. FCW and AEB are standard with the automatic transmission, but not offered with the manual. Updates for the 2020 model year includes standard automatic climate controls, and an available rear-seat reminder.

REDESIGN/FRESHENING:
2016, 2018

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard.

DRIVE WHEELS:
AWD

RELIABILITY HISTORY

	'14	'15	**'16**	'17	**'18**	'19	'20	'21	'22	'23
Overall Reliability	*	*	↓	○	○	↑	↑	↑	⇈	⇈
Engine, Major	*	*	○	⇈	↑	⇈	⇈	⇈	⇈	⇈
Engine Minor	*	*	○	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Engine Cooling	*	*	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Trans. Major	*	*	○	⇈	⇈	↑	↑	⇈	⇈	⇈
Trans. Minor	*	*	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Electric Motor										
EV Battery										
EV Charging										
Drive System	*	*	⇊	↓	↑	⇈	⇈	⇈	⇈	⇈
Fuel System	*	*	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Electrical	*	*	↑	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Climate Syst.	*	*	⇊	↓	↑	↑	⇈	⇈	⇈	⇈
Suspension	*	*	⇊	⇊	⇊	○	⇈	⇈	⇈	⇈
Brakes	*	*	↓	⇊	↓	○	○	↑	⇈	⇈
Exhaust	*	*	⇊	↑	⇈	⇈	⇈	⇈	⇈	⇈
Paint/Trim	*	*	↓	⇈	↑	⇈	○	⇈	⇈	⇈
Noises & Leaks	*	*	○	↑	↑	↑	⇈	○	⇈	⇈
Body Hardware	*	*	↓	⇈	↑	⇈	⇈	⇈	⇈	⇈
Power Equip.	*	*	↑	⇈	○	↑	⇈	↑	⇈	⇈
In-Car Electr.	*	*	↑	○	○	○	↑	↑	⇈	⇈

PRICES

2014	$11,400 - $13,300
2015	$12,500 - $14,500
2016	$13,900 - $16,300
2017	$16,400 - $17,900
2018	$16,700 - $20,100
2019	$18,800 - $24,200
2020	$20,200 - $27,900
2021	$21,600 - $30,000
2022	$22,700 - $31,700
2023	$24,200 - $33,900

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	Good	↑/⇈
2015	Good	Good	↑/⇈
2016	Good	Good	↑/⇈
2017	Good	Good	↑/⇈
2018	Good	Good	↑/⇈
2019	Good	Good	↑/⇈
2020	Good	Good	↑/⇈
2021	Good	Good	↑/⇈
2022	Good	Good	↑/⇈
2023	Good	Good	↑/⇈

Subaru Forester

This popular small SUV delivers a combination of a roomy interior, excellent visibility, commendable fuel economy, simple controls, a comfortable ride, and responsive handling. The 2014 redesign greatly improved fuel economy, thanks mostly to the CVT, and bolstered safety with the available EyeSight system. The 2016 model year brought a contemporary touch-screen audio system. The 2019 redesign is even better. It included a 2.5-liter four-cylinder engine paired with a CVT, a combination that achieved 28 mpg overall, which is among the best in class. But acceleration isn't exhilarating and the engine can sound coarse. The cabin is roomy with a particularly generous rear seat and very easy access. The controls, including the infotainment system, are simple to use.

REDESIGN/FRESHENING:
2014, 2019

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2019.

DRIVE WHEELS:
AWD

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	**'19**	'20	'21	'22	'23
Overall Reliability	↓	↓	↓	↓	↓	○	○	↑	⇈	⇈
Engine, Major	↓	↑	↑	⇈	⇈	○	⇈	⇈	⇈	⇈
Engine Minor	⇊	○	↑	↑	⇈	⇈	↑	⇈	⇈	⇈
Engine Cooling	⇈	⇈	⇈	⇈	⇈	⇈	↑	⇈	⇈	⇈
Trans. Major	⇊	⇊	○	↑	↑	⇈	↑	⇈	⇈	⇈
Trans. Minor	⇊	↑	↑	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Electric Motor										
EV Battery										
EV Charging										
Drive System	⇊	⇊	⇊	↓	↓	⇈	⇈	⇈	⇈	⇈
Fuel System	⇈	○	↑	⇈	⇈	↑	⇈	⇈	⇈	⇈
Electrical	↑	↑	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Climate Syst.	⇊	⇊	⇊	⇊	⇊	↑	↑	⇈	⇈	⇈
Suspension	⇊	⇊	⇊	⇊	⇊	↑	↑	⇈	⇈	⇈
Brakes	○	○	○	↓	↓	○	↑	⇈	⇈	⇈
Exhaust	↑	↑	↑	○	○	⇈	⇈	⇈	⇈	⇈
Paint/Trim	○	⇈	⇈	↑	↑	⇈	⇈	⇈	⇈	⇈
Noises & Leaks	↓	↓	↑	↑	○	↑	↑	↑	⇈	⇈
Body Hardware	○	⇈	↑	↑	↑	○	⇈	⇈	⇈	⇈
Power Equip.	↑	↑	○	↓	↑	↓	↑	⇈	⇈	⇈
In-Car Electr.	↑	○	○	↑	↑	○	↑	↑	○	⇈

PRICES

2014	$8,900 - $11,300
2015	$10,800 - $13,100
2016	$12,200 - $16,100
2017	$14,100 - $16,900
2018	$16,500 - $21,000
2019	$18,800 - $23,400
2020	$21,500 - $25,700
2021	$23,100 - $28,600
2022	$24,500 - $32,300
2023	$26,500 - $35,400

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	Good	↑/⇈
2015	Good	Good	↑/⇈
2016	Good	Good	↑/⇈
2017	Good	Good	↑/⇈
2018	Good	Good	↑/⇈
2019	Good	Good	⇈/⇈
2020	Good	Good	⇈/⇈
2021	Good	Good	⇈/⇈
2022	Good	Good	⇈/⇈
2023	Good	Good	⇈/⇈

Subaru Impreza

The Impreza sedan and five-door hatchback have nimble handling, a composed ride, and standard all-wheel drive. The 2012 makeover made a good car better, addressing the bland handing and improving space. But the continuously variable transmission exacerbates engine noise. Subaru's 2017 redesign brought a smoother ride and better handling, while also quieting the cabin. The 2.0-liter four-cylinder engine is mated to a CVT that isn't overly intrusive; a five-speed manual gearbox is also available. The Impreza is satisfying to drive, thanks to responsive steering, and the body remains surefooted in corners, no matter how bumpy the road. We got 30 mpg overall with our sedan, which is commendable, given the standard all-wheel drive. The infotainment screen is easy to use, and the rear seat is roomy or a compact car. The infotainment screen is easy to use, and the rear seat is comfortable.

REDESIGN/FRESHENING:
2012, 2017

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard.

DRIVE WHEELS:
AWD

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	▼	▼	▼	●	●	▲	▲	▼	●	▼
Engine, Major	▲▲	▲▲	▲	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲
Engine Minor	▲	▲▲	▲▲	▲	▲	▲▲	●	▲▲	●	▲▲
Engine Cooling	▲▲	▲	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲
Trans. Major	▼	▼	▼▼	●	▲▲	▲▲	▲▲	▲▲	▲▲	●
Trans. Minor	●	●	●	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲
Electric Motor										
EV Battery										
EV Charging										
Drive System	●	▼	▼	●	▲	▲▲	▲▲	●	▲▲	●
Fuel System	▲▲	▲▲	▲▲	▲▲	▲	▲	▲▲	▲▲	▲▲	▲▲
Electrical	▲▲	▲	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲
Climate Syst.	▼▼	▼▼	▼▼	▲▲	●	▲	▲▲	▼▼	●	●
Suspension	▼▼	▼	▼▼	▼▼	▼▼	▲	▲▲	▼▼	▲▲	●
Brakes	▼	▼	●	●	▼▼	●	▲	▼▼	▲▲	▲▲
Exhaust	▼▼	●	▲	▲▲	▲	▲▲	▲▲	▲▲	▲▲	▲▲
Paint/Trim	●	▲	▼▼	▼▼	▲	▲▲	▲	●	●	▲▲
Noises & Leaks	●	▼▼	●	▲▲	▼▼	▲	▲	▲▲	▼▼	▲▲
Body Hardware	▼	▲	▼▼	▲	▲▲	▲▲	▲	▼▼	●	▲▲
Power Equip.	▲▲	●	▲	●	▲	▲▲	●	▼▼	●	▲▲
In-Car Electr.	●	●	▼▼	▼▼	▼	▲▲	▼	▼▼	▲	▲

PRICES

2014	$8,300 - $19,200
2015	$9,600 - $13,200
2016	$11,500 - $15,600
2017	$13,100 - $16,700
2018	$13,900 - $18,100
2019	$15,100 - $20,200
2020	$16,800 - $22,100
2021	$17,400 - $23,300
2022	$19,200 - $25,300
2023	$20,600 - $26,700

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	Good	▲/▲▲
2015	Good	Good	▲/▲▲
2016	Good	Good	▲/▲▲
2017	Good	Good	▲▲/▲▲
2018	Good	Good	▲▲/▲▲
2019	Good	Good	▲▲/▲▲
2020	Good	Good	▲▲/▲▲
2021	Good	Good	▲▲/▲▲
2022	Good	Good	▲▲/▲▲
2023	Good	Good	▲▲/▲▲

Subaru Legacy

The Legacy has a supple ride, responsive handling, and fuel economy of 25 mpg overall in our tests of a four-cylinder with the CVT. The 2015 redesign improved interior quality, added contemporary infotainment capability, and made the car one of the best-riding sedans available. The spacious and quiet cabin provides plenty of room for the driver, along with a large rear seat, and simple controls. Large windows and thin roof pillars supply excellent outward visibility. The 2020 redesign kept all of the positives, but added an infotainment system that is cumbersome to use. Two four-cylinder engines are offered: a 2.5-liter or a 2.4-liter turbo. The standard engine delivers a decent 28 mpg overall, but makes an unpleasant roar when pushed. The turbo version delivers strong acceleration and is quieter. We like that the CVT mimics the shift patterns of a conventional automatic.

REDESIGN/FRESHENING:
2015, 2020

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2019.

DRIVE WHEELS:
AWD

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	▼	●	●	▲	●	▲	●	▼	●	▼
Engine, Major	●	▲▲	▲▲	▲▲	▲	▲▲	▲▲	▲	▲▲	▲▲
Engine Minor	▲▲	●	▲▲	▲▲	▲▲	▲	▲▲	▲▲	▲	▲▲
Engine Cooling	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲
Trans. Major	●	▲▲	●	▲	▼	▲▲	▲▲	▲▲	▲	▲▲
Trans. Minor	▲▲	●	▼	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲
Electric Motor										
EV Battery										
EV Charging										
Drive System	▼▼	▼	▲	▼	▲▲	▲▲	▲▲	▼▼	▲▲	●
Fuel System	▲▲	●	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲
Electrical	▲▲	▲	▲	▲▲	▲▲	▲▲	▲▲	▲▲	▲	▲▲
Climate Syst.	▲	▲▲	▲	▲▲	▲▲	●	▼	▲▲	▲	▲▲
Suspension	▼	▼	●	●	▼	▲▲	▲	▲▲	▲▲	▼▼
Brakes	▼▼	▲	▲	▲	▲	▲▲	▲	▲	▲▲	▲▲
Exhaust	▼▼	●	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲	▲▲
Paint/Trim	▲	▲	▼	▲	▲	▲▲	▲	▼	▲▲	▲▲
Noises & Leaks	▼	▼	▲	▲▲	▲	▲▲	▲▲	●	●	▲▲
Body Hardware	▲▲	●	▼	▲	▼▼	▲▲	▼	▼	▲▲	●
Power Equip.	▲▲	▼	▼	▼	●	▼▼	●	▲▲	●	▲▲
In-Car Electr.	▲	▼	●	●	▼▼	▼▼	▼▼	▼▼	▼▼	▲

PRICES

2014	$8,600 - $12,300
2015	$10,500 - $14,100
2016	$12,100 - $16,600
2017	$13,300 - $17,700
2018	$16,200 - $20,600
2019	$17,600 - $23,800
2020	$20,400 - $26,800
2021	$22,000 - $29,500
2022	$22,900 - $31,400
2023	$24,000 - $33,400

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	Accept.	▲▲/▲▲
2015	Good	Good	▲▲/▲▲
2016	Good	Good	▲▲/▲▲
2017	Good	Good	▲▲/▲▲
2018	Good	Good	▲▲/▲▲
2019	Good	Good	▲▲/▲▲
2020	Good	Good	▲▲/▲▲
2021	Good	Good	▲▲/▲▲
2022	Good	Good	▲▲/▲▲
2023	Good	Good	▲▲/▲▲

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WORSE ⊢——⊣ BETTER GOOD BET

Subaru Outback

The Outback is essentially a Legacy wagon with added ground clearance and a slightly raised roof. Turbocharged XT models feel very powerful, while the six-cylinder adds smoothness and quiet refinement. Ride quality is impressive, but handling is less crisp. The interior is roomy and on par with midsized SUVs. The cargo floor is lower, and the cargo floor is longer than in comparable SUVs. The 2015 redesign brought a nicer interior with contemporary infotainment capability and handy rooftop cross bars that swivel into place. Like with the Legacy, the 2020 redesign kept all of the positives, but, the new infotainment system requires users to wade into menus to perform some common tasks. The base 2.5-liter four-cylinder engine does the job but can feel strained under stress. The turbocharged 2.4-liter engine transforms the wagon with effortless acceleration. The ride is very comfortable, and handling is responsive and secure.

REDESIGN/FRESHENING:
2010, 2015, 2020

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2019.

DRIVE WHEELS:
AWD

RELIABILITY HISTORY

	'14	**'15**	'16	'17	'18	'19	**'20**	'21	'22	'23
Overall Reliability	I	I	I	I	I	↓	↓	I	I	I
Engine, Major	I	↑	⇈	⇈	↑	↑	⇈	⇈	⇈	⇈
Engine Minor	I	I	↑	↑	↑	⇈	⇈	↑	↑	⇈
Engine Cooling	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Trans. Major	⇊	I	↑	⇈	⇈	⇈	↑	⇈	⇈	⇈
Trans. Minor	I	↑	↑	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Electric Motor										
EV Battery										
EV Charging										
Drive System	I	↓	I	↓	I	↑	↑	⇈	⇈	⇈
Fuel System	↑	↑	⇈	⇈	⇈	↑	⇈	⇈	⇈	⇈
Electrical	⇈	↑	⇈	⇈	⇈	↑	↑	↑	↑	⇈
Climate Syst.	⇈	⇈	⇈	⇈	⇈	⇈	⇈	I	↑	⇈
Suspension	I	↓	I	I	↓	↑	↑	⇈	⇈	⇈
Brakes	I	↑	I	I	↑	↑	↑	⇈	⇈	⇈
Exhaust	⇊	I	I	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Paint/Trim	⇈	↑	↑	I	⇈	⇈	I	⇈	↑	⇈
Noises & Leaks	⇊	I	↑	↑	↑	↑	↑	↑	I	⇈
Body Hardware	↑	↓	⇊	⇊	↓	↓	↓	I	↑	↑
Power Equip.	↑	↓	⇊	⇊	⇊	⇊	⇊	I	I	↑
In-Car Electr.	↑	↓	↑	↑	⇊	⇊	⇊	⇊	⇊	↓

PRICES

2014	$10,200 - $12,400
2015	$12,200 - $14,600
2016	$13,600 - $16,800
2017	$15,800 - $19,300
2018	$18,100 - $22,200
2019	$20,600 - $23,800
2020	$22,700 - $28,400
2021	$23,800 - $31,400
2022	$26,200 - $33,600
2023	$28,700 - $36,500

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	Accept.	⇈/⇈
2015	Good	Good	⇈/⇈
2016	Good	Good	⇈/⇈
2017	Good	Good	⇈/⇈
2018	Good	Good	⇈/⇈
2019	Good	Good	⇈/⇈
2020	Good	Good	⇈/⇈
2021	Good	Good	⇈/⇈
2022	Good	Good	⇈/⇈
2023	Good	Good	⇈/⇈

Subaru WRX/STi

A sporty version of the Impreza, the WRX's turbo engine provides quick and effortless acceleration, and the well-tuned suspension delivers a supple ride with agility. Its steering is sharp, but at its limits the WRX has too much body lean. The STi uses a 310-hp engine and is much harder riding, better for a race track than daily driving. In later years the ride became stiff and choppy, and the clunky shifter and abrupt clutch engagement were frustrating. For 2018, the WRX received a significant freshening that included suspension tweaks and a larger infotainment screen. Power and handling remained impressive, but the ride got worse and the clunky shifter and abrupt clutch engagement make the WRX frustrating as a daily driver. The STi got updated brakes and standard Recaro seats for the Limited and SE models. The 2022 redesign features a 271-hp turbo engine with more low-end grunt and improvements that made the clutch more forgiving. The ride is still stiff and the car is very loud inside.

REDESIGN/FRESHENING:
2015, 2017, 2022

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard.

DRIVE WHEELS:
AWD

RELIABILITY HISTORY

	'14	**'15**	'16	**'17**	'18	'19	'20	'21	**'22**	'23
Overall Reliability	*	*	*	*	*	*	*	*	*	*
Engine, Major	*	*	*	*	*	*	*	*	*	*
Engine Minor	*	*	*	*	*	*	*	*	*	*
Engine Cooling	*	*	*	*	*	*	*	*	*	*
Trans. Major	*	*	*	*	*	*	*	*	*	*
Trans. Minor	*	*	*	*	*	*	*	*	*	*
Electric Motor										
EV Battery										
EV Charging										
Drive System	*	*	*	*	*	*	*	*	*	*
Fuel System	*	*	*	*	*	*	*	*	*	*
Electrical	*	*	*	*	*	*	*	*	*	*
Climate Syst.	*	*	*	*	*	*	*	*	*	*
Suspension	*	*	*	*	*	*	*	*	*	*
Brakes	*	*	*	*	*	*	*	*	*	*
Exhaust	*	*	*	*	*	*	*	*	*	*
Paint/Trim	*	*	*	*	*	*	*	*	*	*
Noises & Leaks	*	*	*	*	*	*	*	*	*	*
Body Hardware	*	*	*	*	*	*	*	*	*	*
Power Equip.	*	*	*	*	*	*	*	*	*	*
In-Car Electr.	*	*	*	*	*	*	*	*	*	*

PRICES

2014	-
2015	$13,500 - $21,300
2016	$14,700 - $23,300
2017	$16,100 - $24,000
2018	$17,200 - $35,200
2019	$19,600 - $29,400
2020	$22,200 - $32,900
2021	$23,300 - $35,100
2022	$26,000 - $37,400
2023	$27,500 - $39,700

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	NT	NT	NT
2015	Good	Good	NT
2016	Good	Good	NT
2017	Good	Good	NT
2018	Good	Good	NT
2019	Good	Good	NT
2020	Good	Good	⇈/⇈
2021	Good	Good	⇈/⇈
2022	Good	Good	⇈/⇈
2023	Good	Good	⇈/⇈

Tesla Model 3

The Model 3 sedan is Tesla's most affordable model. The Long Range version can go 310 miles on a charge in our measurement. Acceleration is swift and handling is remarkably agile. The interior is uncluttered and nicely finished, and the front seats are comfortable. However, the ride is very stiff and choppy, and the rear seat sits uncomfortably low. The unconventional controls are very distracting and many simple tasks, such as adjusting the mirrors, require spending time interacting with the large touch screen. Tesla's Autopilot feature can add convenience but has no advantage over other similar features in other cars. Standard battery versions have an EPA-rated 220-mile range. Changes for 2019 included updates such as Tesla's Navigate on Autopilot software, which lets drivers choose whether the car can automatically change lanes without their input. Cruising range eventually grew to 353 miles for the Long Range version.

REDESIGN/FRESHENING:	SAFETY EQUIPMENT:	DRIVE WHEELS:
2017	ABS, ESC, side and head protection air bags standard. FCW and AEB standard.	AWD; Rear

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability				*	!	↓	↓	↓	!	!
Engine, Major										
Engine Minor										
Engine Cooling										
Trans. Major										
Trans. Minor										
Electric Motor				*	⇈	⇈	⇈	⇈	⇈	⇈
EV Battery				*	⇈	⇈	⇈	⇈	⇈	⇈
EV Charging				*	!	⇈	↑	⇈	⇈	⇈
Drive System				*	↑	↑	↑	⇈	⇈	⇈
Fuel System										
Electrical										
Climate Syst.				*	↓	!	↑	!	!	⇈
Suspension				*	⇊	⇊	⇊	↑	⇈	⇈
Brakes				*	⇈	⇈	⇈	⇈	⇈	⇈
Exhaust										
Paint/Trim				*	↑	↓	⇊	⇊	↑	!
Noises & Leaks				*	↓	↓	⇊	⇊	⇊	↓
Body Hardware				*	!	⇊	⇊	↓	!	↑
Power Equip.				*	!	!	↓	↑	⇊	⇈
In-Car Electr.				*	↑	↑	↑	↑	↑	⇈

PRICES

2014	-
2015	-
2016	-
2017	-
2018	$20,500 - $25,800
2019	$21,200 - $27,300
2020	$23,200 - $29,200
2021	$26,200 - $33,400
2022	$28,100 - $37,500
2023	$30,500 - $40,700

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	Accept.	Good	NT
2018	Good	Good	⇈/⇈
2019	Good	Good	⇈/⇈
2020	Good	Good	⇈/⇈
2021	Good	Good	⇈/⇈
2022	Good	Good	⇈/⇈
2023	Good	Good	⇈/⇈

Tesla Model S

The Tesla Model S is a four-door luxury car that happens also to be an electric vehicle. Performance is exceptional, with thrilling acceleration, pinpoint handling, and a steady ride. A huge center touch screen controls nearly all accessory functions. Drawbacks include tight access and restricted visibility. All-wheel-drive versions were added in 2014, along with an optional suite of driver assistance features. A freshening in 2021 brought changes to the cabin with a different touchscreen, a chopped steering wheel and no stalks for a gear selector, turn signals or wipers. Instead, there is a slider on the screen or a touch sensitive gear selector on the console and the turn signal and wiper controls are on the steering wheel. Instead of a side-mirror-based BSW system, the Model S displays images of cars in adjacent lanes within the instrument cluster, which is a poor substitute.

REDESIGN/FRESHENING:	SAFETY EQUIPMENT:	DRIVE WHEELS:
2012	ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2015.	AWD; Rear

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	↓	↓	↓	↓	↓	⇊	⇊	⇊	↓	*
Engine, Major										
Engine Minor										
Engine Cooling										
Trans. Major										
Trans. Minor										
Electric Motor	⇊	⇊	↑	⇈	⇈	↓	!	⇊	⇈	*
EV Battery	↑	⇊	!	↑	↑	⇊	⇈	⇈	⇈	*
EV Charging	⇈	↑	!	↑	⇈	↑	⇈	⇈	↑	*
Drive System	↑	↓	!	⇈	↓	⇊	⇊	⇈	⇈	*
Fuel System										
Electrical										
Climate Syst.	⇈	⇈	↓	!	⇊	!	⇊	⇊	!	*
Suspension	⇈	⇊	⇊	⇊	↓	⇊	⇊	⇊	⇈	*
Brakes	↑	↑	!	⇈	⇈	!	⇈	⇈	⇈	*
Exhaust										
Paint/Trim	!	⇊	⇊	!	↓	⇈	⇊	⇊	↑	*
Noises & Leaks	!	⇊	↓	⇊	↑	⇊	⇊	⇊	⇊	*
Body Hardware	⇊	⇊	⇊	⇊	↓	⇊	⇊	⇊	⇊	*
Power Equip.	⇊	⇊	⇊	!	↓	⇊	⇊	↑	↓	*
In-Car Electr.	⇊	⇊	⇊	⇊	!	↓	!	!	↑	*

PRICES

2014	$14,600 - $20,400
2015	$17,300 - $22,100
2016	$19,600 - $34,200
2017	$23,500 - $35,700
2018	$27,600 - $38,500
2019	$35,000 - $41,600
2020	$42,800 - $47,500
2021	$55,300 - $76,300
2022	$64,300 - $78,600
2023	$74,300 - $88,400

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	NT	NT	⇈/⇈
2015	NT	NT	⇈/⇈
2016	Good	Accept.	NT
2017	Good	Accept.	NT
2018	NT	NT	NT
2019	NT	NT	NT
2020	NT	NT	NT
2021	NT	NT	NT
2022	NT	NT	NT
2023	NT	NT	NT

⇊ ↓ ! ↑ ⇈ WORSE ⟝⟞ BETTER | ✓ GOOD BET

Tesla Model X

The showy Model X features rear doors that open up and out of the way, giving easy access to the rear seats. But these massive doors take their time to open and close. The huge windshield extends up and over the front-seat occupants, making the cabin feel airy. There were versions with five-, six-, or seven-passenger seating configurations, but the second row doesn't fold, which compromises utility. The X is very quick and handles nimbly in corners. However, the excessively stiff ride and pronounced wind noise aren't befitting the Model X's high price and luxury status. The new yoke steering wheel makes driving very awkward, and controls are extremely unintuitive. The Long Range version is rated at 360 miles. Like the Model S, there isn't a side-mirror-based BSW system; rather, it displays adjacent vehicles in the instrument cluster.

REDESIGN/FRESHENING:
2016

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard.

DRIVE WHEELS:
AWD

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability			*	*	⇊	*	*	*	⇊	*
Engine, Major										
Engine Minor										
Engine Cooling										
Trans. Major										
Trans. Minor										
Electric Motor			*	*	⇊	*	*	*	⇈	*
EV Battery			*	*	⇊	*	*	*	!	*
EV Charging			*	*	⇊	*	*	*	⇊	*
Drive System			*	*	⇊	*	*	*	↓	*
Fuel System										
Electrical										
Climate Syst.			*	*	⇊	*	*	*	⇈	*
Suspension			*	*	⇊	*	*	*	⇊	*
Brakes			*	*	!	*	*	*	↓	*
Exhaust										
Paint/Trim			*	*	⇊	*	*	*	⇊	*
Noises & Leaks			*	*	⇊	*	*	*	⇊	*
Body Hardware			*	*	⇊	*	*	*	↓	*
Power Equip.			*	*	⇊	*	*	*	⇈	*
In-Car Electr.			*	*	⇊	*	*	*	⇈	*

PRICES

2014	-
2015	-
2016	$26,300 - $35,500
2017	$29,500 - $40,100
2018	$34,100 - $41,900
2019	$42,100 - $46,600
2020	$48,400 - $56,000
2021	$56,500 - $60,700
2022	$73,000 - $77,000
2023	$74,300 - $78,600

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	-	-	-
2015	-	-	-
2016	NT	NT	NT
2017	NT	NT	⇈/⇈
2018	NT	NT	⇈/⇈
2019	NT	NT	⇈/⇈
2020	NT	NT	⇈/⇈
2021	NT	NT	⇈/⇈
2022	NT	NT	⇈/⇈
2023	NT	NT	⇈/⇈

Tesla Model Y

The Model Y is an electric SUV based on the Model 3. It's quick, agile and sprints from 0-60 mph in a scant 4.7 seconds. It also has the same very distracting control layout and stiff ride. Charging time from near empty is 10 hours on 240 volt, though much quicker on a Tesla Wall Charger. The Model Y is taller and roomier than the Model 3. As such, the rear seat room is much better and the hatch provides more versatility. The driving position affords tons of headroom. Yet even with the elevated seat height, it's difficult to see any of the severely-sloping hood, which leaves the driver with almost no reference for where the hood ends. The cargo area is very wide and can handle a stroller, golf clubs, and a few suitcases. There isn't a proper BSW system other than displaying nearby cars on the center screen.

REDESIGN/FRESHENING:
2020

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard.

DRIVE WHEELS:
AWD; Rear

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability							↓	!	↓	↓
Engine, Major										
Engine Minor										
Engine Cooling										
Trans. Major										
Trans. Minor										
Electric Motor							⇈	⇈	↑	↑
EV Battery							⇈	⇈	⇈	⇈
EV Charging							⇈	⇈	↑	⇈
Drive System							!	⇈	⇈	⇈
Fuel System										
Electrical										
Climate Syst.							⇊	↑	!	⇈
Suspension							↓	↑	↑	⇈
Brakes							⇈	⇈	⇈	⇈
Exhaust										
Paint/Trim							⇊	!	!	⇊
Noises & Leaks							⇊	⇊	⇊	↓
Body Hardware							⇊	↓	⇊	⇊
Power Equip.							⇊	⇈	↑	⇈
In-Car Electr.							!	↑	⇈	⇈

PRICES

2014	-
2015	-
2016	-
2017	-
2018	-
2019	-
2020	$33,700 - $34,900
2021	$33,000 - $39,000
2022	$38,600 - $42,300
2023	$35,800 - $47,900

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	-	-	-
2018	-	-	-
2019	-	-	-
2020	Good	Good	⇈/⇈
2021	Good	Good	⇈/⇈
2022	Good	Good	⇈/⇈
2023	Good	Good	⇈/⇈

Toyota 4Runner ✓

Among conventional, body-on-frame SUVs, the 4Runner stands out for serious off-roading and good reliability. But its 2010 redesign felt like a step backwards. The unsettled ride, mediocre handling, cheap interior, high-step-in, and low ceiling left us unimpressed. Limited trim versions come with full-time four-wheel-drive which is an advantage. The 4.0-liter V6 engine is powerful but roars when accelerating. We got 18 mpg overall in our fuel-economy tests. Ground clearance is generous, and underbody skid plates are standard. The part-time 4WD system includes a low range for challenging off-road conditions; Limited trims get a 4WD system that can stay engaged indefinitely. Controls are simple, with big buttons and knobs, but the radio touch screen is relatively small. All 2020 models get lots of standard safety features as well as an 8-inch touch-screen infotainment system. A tiny third-row seat was optional, and the power-retractable rear window is handy.

REDESIGN/FRESHENING:	SAFETY EQUIPMENT:	DRIVE WHEELS:
2010	ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2020.	4WD; Rear

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	↑	↑	↑	↑	↑	↑	●	⇈	⇈	⇈
Engine, Major	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Engine Minor	↑	↑	↑	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Engine Cooling	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Trans. Major	⇈	↑	⇈	⇈	⇈	⇈	↑	⇈	⇈	⇈
Trans. Minor	⇈	⇈	↑	⇈	↑	⇈	↑	⇈	⇈	⇈
Electric Motor										
EV Battery										
EV Charging										
Drive System	●	⇈	↑	⇊	↓	●	●	↑	⇈	⇈
Fuel System	⇈	⇈	⇈	⇈	↑	⇈	⇈	↑	⇈	⇈
Electrical	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Climate Syst.	⇈	⇈	↑	⇈	⇈	⇈	↑	⇈	⇈	⇈
Suspension	↑	↑	●	⇈	↑	⇈	⇈	⇈	⇈	⇈
Brakes	⇊	●	⇊	●	↑	⇊	⇊	⇈	⇈	⇈
Exhaust	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Paint/Trim	⇈	⇈	↑	↑	↑	⇈	↓	⇈	↑	⇈
Noises & Leaks	⇈	●	↑	●	⇈	⇈	⇈	⇈	●	⇈
Body Hardware	⇈	↑	↑	⇈	↑	⇈	●	⇈	●	⇈
Power Equip.	●	⇈	↑	⇈	↑	⇈	⇈	⇈	⇈	⇈
In-Car Electr.	↓	●	↑	↑	●	↑	⇈	⇈	⇈	↑

PRICES

2014	$19,600 - $23,300
2015	$21,200 - $28,400
2016	$23,100 - $31,300
2017	$24,900 - $34,900
2018	$26,300 - $39,600
2019	$28,200 - $42,500
2020	$30,400 - $47,200
2021	$31,400 - $50,300
2022	$33,200 - $53,400
2023	$35,100 - $57,900

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	Marg.	↑/⇈
2015	Good	Marg.	↑/⇈
2016	Good	Marg.	↑/⇈
2017	Good	Marg.	↑/⇈
2018	Good	Marg.	↑/⇈
2019	Good	Marg.	↑/⇈
2020	Good	Marg.	↑/⇈
2021	Good	Marg.	↑/⇈
2022	Good	Marg.	↑/⇈
2023	Good	Marg.	↑/⇈

Toyota Avalon ✓

The Avalon has always been a well-executed large sedan with a silky smooth powertrain, Lexus-like road isolation, and generous accommodations. A 2013 redesign brought a 36-mpg hybrid version. Handling was improved but the cushy ride was stiffened too much, especially on versions with the 18-inch tires. Toyota addressed the ride with a 2016 update. An all-new model debuted for 2019. The 3.5-liter V6 is paired with an eight-speed automatic transmission. We tested the hybrid version, which returned an impressive 42 mpg overall. Ride comfort is excellent and handling is responsive and secure, but the car's low stance hurts ease of access. The cabin is quiet and lavishly furnished. The infotainment system is easy to use, and features a 9-inch touchscreen. All-wheel drive, paired with a 2.5-liter engine, was available only during the 2021 model year. 2022 was the final year for the Avalon.

REDESIGN/FRESHENING:	SAFETY EQUIPMENT:	DRIVE WHEELS:
2013, 2019	ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2017. BSW standard from 2019.	AWD; Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	⇈	↑	⇈	↑	↑	⇈	⇈	⇈	↑	
Engine, Major	⇈	⇈	⇈	⇈	↑	⇈	⇈	⇈	⇈	
Engine Minor	⇈	⇈	⇈	⇈	↑	↑	⇈	⇈	⇈	
Engine Cooling	⇈	⇈	⇈	⇈	↑	⇈	⇈	⇈	⇈	
Trans. Major	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	
Trans. Minor	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	
Electric Motor										
EV Battery										
EV Charging										
Drive System	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	
Fuel System	⇈	⇈	⇈	⇈	⇈	●	⇈	⇈	⇈	
Electrical	⇈	⇈	⇈	⇈	↑	⇈	⇈	⇈	⇈	
Climate Syst.	⇈	⇈	⇈	↑	⇈	⇈	⇈	⇈	●	
Suspension	⇈	⇈	⇈	⇈	●	⇈	⇈	⇈	⇈	
Brakes	↑	↑	↑	⇊	↑	⇈	⇈	⇈	⇈	
Exhaust	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	
Paint/Trim	●	⇊	⇈	↑	↑	⇈	⇈	⇈	⇈	
Noises & Leaks	↑	⇈	⇈	⇈	↑	↑	⇈	●	⇈	
Body Hardware	⇈	●	●	⇈	⇈	⇈	⇈	⇈	⇊	
Power Equip.	⇈	⇈	⇈	⇈	⇈	↑	⇈	⇈	⇈	
In-Car Electr.	●	●	⇈	⇈	⇈	↑	⇈	⇈	⇈	

PRICES

2014	$12,700 - $14,300
2015	$13,700 - $15,800
2016	$14,800 - $18,000
2017	$16,800 - $20,000
2018	$19,200 - $23,800
2019	$23,900 - $28,000
2020	$26,100 - $31,500
2021	$28,500 - $34,700
2022	$30,500 - $36,500
2023	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	NT	↑/⇈
2015	Good	Good	↑/⇈
2016	Good	Good	↑/⇈
2017	Good	Good	↑/⇈
2018	Good	Good	↑/⇈
2019	Good	Good	↑/⇈
2020	Good	Good	↑/⇈
2021	Good	Good	↑/⇈
2022	Good	Good	↑/⇈
2023	-	-	-

⇊ ↓ ! ↑ ⇈
WORSE ⊢—⊣ BETTER

✓ GOOD BET

Toyota Camry ✓

It's hard to go wrong with a used Camry. The car is roomy inside and the four-cylinder got 26 mpg overall. The 2012 redesign made handling more responsive and improved interior quality. Drawbacks include a somewhat convoluted touch-screen radio, and a Poor IIHS small overlap crash test score for 2012-14 models. The redesigned 2018 model was based on an all-new platform. Handling is slightly improved over previous versions, but the lower stance makes access a bit more difficult and the rear seat is smaller than in some competitors. The 2.5-liter four-cylinder provides good power and gets an impressive 32 mpg overall. A 3.5-liter V6 is also available. Both engines are paired to an eight-speed automatic. A very frugal hybrid LE gets 47 mpg. Updates for 2020 included available all-wheel drive. New for the 2021 model year was a larger infotainment screen, and a number of exterior styling updates.

REDESIGN/FRESHENING:
2007, 2012, 2018, 2025

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2018.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'14	'15	'16	'17	**'18**	'19	'20	'21	'22	'23
Overall Reliability	↑	↑	↑	↑	↑	↑	↑	⇈	⇈	↑
Engine, Major	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Engine Minor	⇈	⇈	⇈	⇈	↑	⇈	⇈	⇈	⇈	⇈
Engine Cooling	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Trans. Major	↑	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Trans. Minor	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Electric Motor										
EV Battery										
EV Charging										
Drive System	⇈	⇈	⇈	↑	⇈	⇈	⇈	⇈	⇈	⇈
Fuel System	⇈	⇈	⇈	⇈	⇈	↑	⇈	⇈	⇈	⇈
Electrical	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Climate Syst.	⇈	⇈	↑	⇈	⇈	⇈	⇈	↑	⇈	⇈
Suspension	⇈	⇈	⇈	⇈	⇈	⇈	↑	⇈	⇈	⇈
Brakes	↑	↑	!	↑	↑	↑	↑	⇈	⇈	⇈
Exhaust	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Paint/Trim	!	!	↑	↑	⇈	↑	!	↑	⇈	⇈
Noises & Leaks	↑	↑	⇈	!	↑	⇈	!	⇈	⇈	⇈
Body Hardware	!	↑	↑	⇈	⇈	⇈	↑	⇈	↑	⇈
Power Equip.	⇈	⇈	⇈	⇈	⇈	⇈	↑	⇈	⇈	⇈
In-Car Electr.	!	↓	↓	⇈	↑	!	⇈	⇈	⇈	⇈

PRICES

2014	$10,800 - $13,700
2015	$12,600 - $14,500
2016	$13,400 - $16,500
2017	$14,700 - $18,700
2018	$17,000 - $21,600
2019	$18,200 - $23,700
2020	$20,000 - $27,200
2021	$21,900 - $29,800
2022	$23,800 - $33,100
2023	$26,400 - $35,900

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	Accept.	↑/⇈
2015	Good	Good	↑/⇈
2016	Good	Good	↑/⇈
2017	Good	Good	↑/⇈
2018	Good	Good	⇈/⇈
2019	Good	Good	⇈/⇈
2020	Good	Good	⇈/⇈
2021	Good	Good	⇈/⇈
2022	Good	Good	⇈/⇈
2023	Good	Good	⇈/⇈

Toyota C-HR

The wild-styled C-HR is nimble to drive, but it also has several notable deficiencies. Unlike other subcompact-SUV competitors, this genre-bending model has no all-wheel-drive option. Visibility is horrendous, and the C-HR is tortoise-slow, taking more than 11 seconds in the 0-60 mph dash. At least it gets a very good 29 mpg overall. The continuously variable transmission is mostly unobtrusive, but it amplifies engine noise. The ride is firm and tightly controlled. Wind noise is pronounced at highway speeds. Hidden rear door handles give the impression of a two-door coupe, but they make it difficult for kids to open the doors. The XLE Premium trim has more comfortable seats. Although the rear seat is roomy, the small windows create a dark, cave-like cabin. 2022 was the final year for the C-HR.

REDESIGN/FRESHENING:
2017, 2018

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard.

DRIVE WHEELS:
Front

RELIABILITY HISTORY

	'14	'15	'16	**'17**	**'18**	'19	'20	'21	'22	'23
Overall Reliability					*	⇈	*	*	*	
Engine, Major					*	⇈	*	*	*	
Engine Minor					*	⇈	*	*	*	
Engine Cooling					*	⇈	*	*	*	
Trans. Major					*	⇈	*	*	*	
Trans. Minor					*	⇈	*	*	*	
Electric Motor										
EV Battery										
EV Charging										
Drive System					*	⇈	*	*	*	
Fuel System					*	⇈	*	*	*	
Electrical					*	⇈	*	*	*	
Climate Syst.					*	↓	*	*	*	
Suspension					*	⇈	*	*	*	
Brakes					*	⇈	*	*	*	
Exhaust					*	⇈	*	*	*	
Paint/Trim					*	⇈	*	*	*	
Noises & Leaks					*	⇈	*	*	*	
Body Hardware					*	⇈	*	*	*	
Power Equip.					*	⇈	*	*	*	
In-Car Electr.					*	⇈	*	*	*	

PRICES

2014	-
2015	-
2016	-
2017	-
2018	$15,400 - $16,400
2019	$17,800 - $20,600
2020	$19,500 - $22,200
2021	$22,100 - $25,200
2022	$26,100 - $27,800
2023	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	-	-	-
2018	Good	Good	↑/⇈
2019	Good	Good	⇈/⇈
2020	Good	Good	⇈/⇈
2021	Good	Good	↑/⇈
2022	Good	Good	↑/⇈
2023	-	-	-

Toyota Corolla ✓

Historically, the Corolla has been a practically sized for easy maneuvering and parking, reliable car with very good fuel economy of 32 mpg overall from its quiet 1.8-liter four-cylinder. Ride comfort is commendable and handling is responsive. The CVT amplifies engine drone when climbing hills or merging, but is unobtrusive in ordinary everyday loafing around. The controls are simple to use. A Corolla hatchback with a 2.0-liter engine arrived for 2019. For the 2020 redesign Toyota made Corolla lower and sleeker, which compromised the rear seat room and made it harder to get in or out. The hybrid got an impressive 48 mpg overall while the regular four-cylinder got 33 mpg overall. Toyota improved handling agility without sacrificing ride quality. The controls are easy to use. Updates for 2021 included greater availability of BSW and RCTW, and a sporty Apex version.

REDESIGN/FRESHENING:
2014, 2020

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2017.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	↑	↑	↑	↑	⇈	↑	↑	⇈	↑	❘
Engine, Major	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Engine Minor	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Engine Cooling	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Trans. Major	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Trans. Minor	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Electric Motor										
EV Battery										
EV Charging										
Drive System	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Fuel System	⇈	❘	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇊
Electrical	⇈	⇈	⇈	⇈	⇈	⇈	⇈	↑	↑	⇈
Climate Syst.	↑	⇈	⇈	❘	↑	⇈	⇈	⇈	⇈	⇈
Suspension	⇈	⇈	⇈	⇈	⇈	↑	⇈	⇈	❘	⇈
Brakes	❘	↑	❘	↓	⇈	❘	⇈	↑	⇈	⇈
Exhaust	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Paint/Trim	↓	↓	↑	❘	❘	⇈	❘	⇈	❘	↓
Noises & Leaks	↑	↑	↑	↑	⇈	⇈	↓	↑	⇈	⇈
Body Hardware	↑	↑	⇈	⇈	↑	⇈	❘	⇈	⇈	⇈
Power Equip.	↑	⇈	⇈	↑	↑	⇈	↑	⇈	↑	⇈
In-Car Electr.	⇊	❘	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈

PRICES

2014	$10,300 - $11,200
2015	$11,300 - $13,400
2016	$12,200 - $14,300
2017	$13,300 - $15,600
2018	$14,400 - $16,900
2019	$15,700 - $18,400
2020	$17,000 - $20,600
2021	$18,200 - $24,100
2022	$19,400 - $26,200
2023	$22,300 - $27,100

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	Marg.	⇈/⇈
2015	Good	Marg.	⇈/⇈
2016	Good	Marg.	⇈/⇈
2017	Good	Good	↑/⇈
2018	Good	Good	↑/⇈
2019	Good	Good	↑/⇈
2020	Good	Good	⇈/⇈
2021	Good	Good	⇈/⇈
2022	Good	Good	⇈/⇈
2023	Good	Good	⇈/⇈

Toyota Highlander ✓

The Highlander has long been quiet and roomy, with smooth four- or six-cylinder engines, a comfortable ride, and easy-to-use controls. The third-row seat is spacious for kids and teens. For 2011 the hybrid got that V6 and averaged 27 mpg in our tests. The redesigned 2014 model looked edgier, and the V6 model improved to 20 mpg overall, though the hybrid fell to 25 mpg overall. Updates for 2017 included a new eight-speed transmission. The redesigned for 2020 model retained the comfortable ride and sound, secure handling. Interior fit and finish is upgraded, particularly in higher-trim versions. The V6 got 22 mpg overall in our tests, while the hybrid returned an excellent 35 mpg overall. The second row is very roomy, but the third row is tiny. Controls are easy to use. A sportier XSE trim was new for 2021.

REDESIGN/FRESHENING:
2014, 2020

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2017.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	↑	↑	↑	↑	↑	↑	↑	↑	↑	❘
Engine, Major	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Engine Minor	⇈	⇈	⇈	⇈	↑	⇈	⇈	⇈	⇈	⇈
Engine Cooling	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Trans. Major	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Trans. Minor	⇈	⇈	⇈	↑	⇈	⇈	⇈	⇈	⇈	⇈
Electric Motor										
EV Battery										
EV Charging										
Drive System	⇈	⇈	↑	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Fuel System	⇈	⇈	⇈	↑	❘	❘	⇈	⇈	⇈	⇈
Electrical	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Climate Syst.	⇈	⇈	⇈	⇈	⇈	⇈	❘	⇈	⇈	↑
Suspension	↑	⇈	⇈	⇈	⇈	↑	⇈	⇈	⇈	⇈
Brakes	⇈	↑	↓	❘	↑	❘	❘	⇈	↑	↑
Exhaust	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Paint/Trim	❘	↑	↑	⇈	⇈	↑	⇈	↑	⇈	⇈
Noises & Leaks	⇈	↑	⇈	↑	↑	↑	↑	❘	↑	↑
Body Hardware	↑	↑	↑	⇈	⇈	↑	↑	↑	⇈	⇈
Power Equip.	⇈	↑	↑	↑	⇈	↑	⇈	⇈	↑	⇈
In-Car Electr.	↓	↑	⇈	↑	↑	↑	⇈	⇈	⇈	❘

PRICES

2014	$14,900 - $19,100
2015	$16,400 - $21,600
2016	$17,000 - $23,500
2017	$18,700 - $25,400
2018	$20,800 - $31,000
2019	$22,600 - $33,700
2020	$25,400 - $38,600
2021	$28,900 - $43,500
2022	$31,100 - $47,100
2023	$34,600 - $52,200

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	Accept.	↑/⇈
2015	Good	Accept.	↑/⇈
2016	Good	Good	↑/⇈
2017	Good	Good	↑/⇈
2018	Good	Good	↑/⇈
2019	Good	Good	↑/⇈
2020	Good	Good	↑/⇈
2021	Good	Good	↑/⇈
2022	Good	Good	↑/⇈
2023	Good	Good	↑/⇈

⏬ 🔽 ❗ 🔼 ⏫
WORSE ⊢——⊣ BETTER

✔ GOOD BET

Toyota Land Cruiser

The Land Cruiser's smooth V8 provides muscular acceleration. It was last redesigned in 2008, when it got the powerful but thirsty 5.7-liter V8 used in the Tundra. Expect just 14 mpg overall. This big SUV has a comfortable and composed ride but handling is a bit clumsy. The interior is roomy, quiet, and well finished. The 4WD system is permanently engaged, a major safety advantage. Good off-road performance is a strong suit. The 50/50 split third-row seats fold up against the side of the cargo area rather than into the floor, thus robbing some cargo space. And the third-row is cramped, especially given the SUV's size. In our tests the Toyota proved clumsy but ultimately secure at its limits, with the stability-control system working hard to keep it on course. Later updates included an eight-speed automatic transmission. 2021 was this big SUV's last year, though a redesigned two-row model arrived for 2024.

REDESIGN/FRESHENING:
2008

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW, AEB, BSW, and RCTW standard from 2016.

DRIVE WHEELS:
4WD

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	*	*	*	*	*	*	*	*		
Engine, Major	*	*	*	*	*	*	*	*		
Engine Minor	*	*	*	*	*	*	*	*		
Engine Cooling	*	*	*	*	*	*	*	*		
Trans. Major	*	*	*	*	*	*	*	*		
Trans. Minor	*	*	*	*	*	*	*	*		
Electric Motor										
EV Battery										
EV Charging										
Drive System	*	*	*	*	*	*	*	*		
Fuel System	*	*	*	*	*	*	*	*		
Electrical	*	*	*	*	*	*	*	*		
Climate Syst.	*	*	*	*	*	*	*	*		
Suspension	*	*	*	*	*	*	*	*		
Brakes	*	*	*	*	*	*	*	*		
Exhaust	*	*	*	*	*	*	*	*		
Paint/Trim	*	*	*	*	*	*	*	*		
Noises & Leaks	*	*	*	*	*	*	*	*		
Body Hardware	*	*	*	*	*	*	*	*		
Power Equip.	*	*	*	*	*	*	*	*		
In-Car Electr.	*	*	*	*	*	*	*	*		

PRICES

2014	$37,300 - $37,300
2015	$42,900 - $42,900
2016	$51,300 - $51,300
2017	$56,100 - $56,100
2018	$63,300 - $63,300
2019	$70,600 - $70,600
2020	$81,900 - $84,100
2021	$87,200 - $89,300
2022	-
2023	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	NT	NT	NT
2015	NT	NT	NT
2016	NT	NT	NT
2017	NT	NT	NT
2018	NT	NT	NT
2019	NT	NT	NT
2020	NT	NT	NT
2021	NT	NT	NT
2022	-	-	-
2023	-	-	-

Toyota Prius ✔

The 2010-15 Prius is among the most fuel-efficient cars, returning 44 mpg overall. The drive battery recharges while coasting or braking. It can drive at low speeds on electric power alone. The ride is firm but compliant, and handling is responsive, if not particularly agile. Some controls are complicated. The plug-in version had an electric range of about 12 miles. The redesigned 2016 model got an incredible 52 mpg overall in our tests and the updated plug-in model gets increased electric range. It also handles more responsively and rides more comfortably than the previous generation. But cabin access is worse thanks to the lower stance, and the cloth seats feel cheap. For 2017, all models came standard with lots of standard safety features. Updates for 2019 included available all-wheel drive. The Prius Prime is a plug-in version that can drive about 23 miles on electricity only.

REDESIGN/FRESHENING:
2010, 2016, 2023

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2017.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'14	'15	**'16**	'17	'18	'19	'20	'21	'22	**'23**
Overall Reliability	🔼	🔼	🔼	🔼	⏫	❗	🔼	🔼	🔼	⏫
Engine, Major	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫
Engine Minor	🔼	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫
Engine Cooling	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫
Trans. Major	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫
Trans. Minor	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫
Electric Motor	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫
EV Battery	❗	🔼	🔼	🔼	⏫	⏫	⏫	⏫	⏫	⏫
EV Charging										
Drive System	⏫	⏫	⏫	🔼	⏫	⏫	⏫	⏫	🔼	⏫
Fuel System	⏫	🔼	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫
Electrical	⏫	⏫	⏫	⏫	⏫	⏫	⏫	🔼	⏫	⏫
Climate Syst.	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫	🔼	⏫
Suspension	🔼	🔼	⏫	🔼	⏫	🔼	⏫	⏫	⏫	⏫
Brakes	🔼	❗	🔼	🔼	⏫	⏬	🔽	🔼	⏫	⏫
Exhaust	⏫	⏫	🔼	⏫	⏫	⏫	⏫	⏫	⏫	⏫
Paint/Trim	⏫	❗	🔽	🔼	🔽	🔼	⏫	❗	🔼	⏫
Noises & Leaks	⏫	⏫	🔼	🔼	⏫	⏫	⏫	⏫	🔼	⏫
Body Hardware	⏫	⏫	⏫	⏫	⏫	🔼	⏫	🔼	🔼	🔼
Power Equip.	🔼	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫	⏫
In-Car Electr.	⏫	🔼	⏫	⏫	⏫	⏫	🔼	⏫	🔼	⏫

PRICES

2014	$11,700 - $13,300
2015	$13,200 - $14,500
2016	$15,500 - $16,500
2017	$15,600 - $18,800
2018	$17,000 - $20,800
2019	$18,700 - $23,800
2020	$19,900 - $25,800
2021	$21,600 - $27,900
2022	$23,600 - $29,700
2023	$31,200 - $38,100

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	Accept.	🔼/⏫
2015	Good	Accept.	🔼/⏫
2016	Good	Good	🔼/⏫
2017	Good	Good	🔼/⏫
2018	Good	Good	🔼/⏫
2019	Good	Good	🔼/⏫
2020	Good	Good	🔼/⏫
2021	Good	Good	🔼/⏫
2022	Good	Good	🔼/⏫
2023	Good	Good	NT

Toyota Prius C ✓

The Prius C hatchback provides an affordable, smaller alternative for those who want a Toyota hybrid for a little less money than the Prius. But its harsh ride, noisy engine and cabin, and slow acceleration make it feel more like an econobox than a sophisticated hybrid. It gets very good city fuel economy of 37 mpg, but its overall 43 mpg falls 1 mpg short of the larger 2010-2015 Prius. The interior is full of cheap-looking materials, the driving position and rear seats are cramped, and there's not much cargo space. At least the C's tiny dimensions make it a natural for driving and parking in urban settings. Forward collision warning and automatic emergency braking became standard for 2017, and the Prius C was dropped after 2019.

REDESIGN/FRESHENING:
2012

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2017.

DRIVE WHEELS:
Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	!	🔼	!	*	*	*				
Engine, Major	⏫	🔼	⏫	*	*	*				
Engine Minor	⏫	⏫	⏫	*	*	*				
Engine Cooling	⏫	⏫	⏫	*	*	*				
Trans. Major	⏫	⏫	⏬	*	*	*				
Trans. Minor	⏫	⏫	⏫	*	*	*				
Electric Motor	⏫	⏫	⏫	*	*	*				
EV Battery	⏬	🔽	!	*	*	*				
EV Charging										
Drive System	⏫	⏫	⏫	*	*	*				
Fuel System	⏫	⏫	⏫	*	*	*				
Electrical	⏫	⏫	⏫	*	*	*				
Climate Syst.	⏫	⏫	🔼	*	*	*				
Suspension	!	⏫	⏫	*	*	*				
Brakes	🔽	⏫	⏫	*	*	*				
Exhaust	⏫	⏫	🔽	*	*	*				
Paint/Trim	🔼	⏫	🔽	*	*	*				
Noises & Leaks	!	⏫	🔼	*	*	*				
Body Hardware	🔼	⏫	🔽	*	*	*				
Power Equip.	⏫	🔼	⏫	*	*	*				
In-Car Electr.	🔼	🔽	🔽	*	*	*				

PRICES

2014	$9,800 - $10,700
2015	$10,800 - $11,700
2016	$12,500 - $12,900
2017	$12,400 - $14,400
2018	$14,000 - $16,600
2019	$17,300 - $18,100
2020	-
2021	-
2022	-
2023	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	Poor	🔼/🔼
2015	Good	Accept.	🔼/🔼
2016	Good	Accept.	🔼/🔼
2017	Good	Accept.	🔼/🔼
2018	Good	Accept.	🔼/🔼
2019	Good	Accept.	🔼/🔼
2020	-	-	-
2021	-	-	-
2022	-	-	-
2023	-	-	-

Toyota Prius V ✓

This wagon version of the pre-2016 generation Prius offers a very roomy rear seat and a generous cargo area. It's about the size of a Mazda5 but seats just five. The extra weight and bigger profile take a small toll on fuel economy, but the V still got an excellent 41 mpg overall in our tests. Despite lower gearing, the electric motor and engine have to work fairly hard, especially when the car is loaded. It drives similarly to the standard Prius, but handling isn't exactly agile. A chair like seating position, low sills, and big windows combine to make the Prius V feel open and airy. The standard backup camera is a welcome feature. A weight-saving plastic moonroof was optional. 2018 was its final year.

REDESIGN/FRESHENING:
2012

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard.

DRIVE WHEELS:
Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	🔼	🔼	⏫	🔼	*					
Engine, Major	🔼	⏫	⏫	⏫	*					
Engine Minor	⏫	⏫	⏫	⏫	*					
Engine Cooling	⏫	⏫	⏫	⏫	*					
Trans. Major	⏫	⏫	⏫	⏫	*					
Trans. Minor	⏫	⏫	⏫	⏫	*					
Electric Motor	⏫	⏫	⏫	⏫	*					
EV Battery	⏫	!	⏫	🔼	*					
EV Charging										
Drive System	⏫	🔼	⏫	⏫	*					
Fuel System	⏫	⏫	⏫	🔼	*					
Electrical	⏫	⏫	⏫	⏫	*					
Climate Syst.	⏫	⏫	⏫	⏫	*					
Suspension	🔼	⏫	⏫	⏫	*					
Brakes	🔼	🔼	⏫	⏫	*					
Exhaust	⏫	⏫	⏫	⏫	*					
Paint/Trim	⏫	!	🔼	🔼	*					
Noises & Leaks	⏫	⏫	⏫	⏫	*					
Body Hardware	⏫	⏫	⏫	🔼	*					
Power Equip.	🔼	!	⏫	🔼	*					
In-Car Electr.	🔼	🔽	⏫	🔼	*					

PRICES

2014	$12,500 - $12,500
2015	$14,500 - $14,500
2016	$16,600 - $16,600
2017	$17,100 - $18,900
2018	-
2019	-
2020	-
2021	-
2022	-
2023	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	Poor	🔼/⏫
2015	Good	Good	NT
2016	Good	Good	NT
2017	Good	Good	NT
2018	Good	Good	NT
2019	-	-	-
2020	-	-	-
2021	-	-	-
2022	-	-	-
2023	-	-	-

Toyota RAV4 ✓

The RAV4 delivers agility and easy cabin access. In our tests its 2.5-liter four-cylinder and six-speed automatic returned 24 mpg overall. Handling is nimble and secure, although the ride is firm. The cabin features clear, intuitive controls but some cheap details are apparent. Freshened for 2016, a hybrid version with impressive fuel economy debuted. The 2019 redesign gave the RAV4 a more-rugged appearance. The 2.5-liter, four-cylinder and eight-speed automatic delivers relatively quick acceleration and 27 mpg overall. The energetic hybrid version got 37 mpg. Handling is good but the ride is stiff and a little jumpy, and the noisy engine hurts the driving experience. In 2021 a plug-in hybrid version, called RAV4 Prime, arrived. It is very quick, has standard AWD and a more upscale interior, and can travel about 40 miles on electric power.

REDESIGN/FRESHENING:
2013, 2016, 2019

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2017.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'14	'15	**'16**	'17	'18	**'19**	'20	'21	'22	'23
Overall Reliability	⌃	⌃	⌃	⌃	⌃	I	⌃	⌃	⌃	⌃
Engine, Major	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Engine Minor	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Engine Cooling	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Trans. Major	⌃	⌃	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Trans. Minor	⌃	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Electric Motor										
EV Battery										
EV Charging										
Drive System	⇈	⌃	⇈	⌃	⇈	⌃	⇈	⇈	⇈	⇈
Fuel System	⇈	⇈	⇈	⇈	⇈	I	⇈	⌃	⇈	⇈
Electrical	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Climate Syst.	⌃	⇈	⇈	⇈	⌃	⇈	⇈	⇈	⇈	⇈
Suspension	⌃	⇈	⌃	⌃	⌃	⇈	⇈	⌃	⇈	⌃
Brakes	⌄	I	I	⌃	⌄	I	⇈	⇈	⇈	⇈
Exhaust	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Paint/Trim	⇊	I	⌃	⌃	⌃	I	⌃	⇈	⇈	⌃
Noises & Leaks	⇈	I	⌃	⇈	⌃	⇊	I	⌃	⌃	⇈
Body Hardware	⌃	⇈	⌃	⌃	⇈	I	I	⌃	⇈	⇈
Power Equip.	⌃	⌃	⌃	⌃	⇈	⇈	⌃	⇈	⌃	⇈
In-Car Electr.	⇊	⌃	⇈	⇈	⇈	⌃	⇈	⇈	⇈	I

PRICES

2014	$12,400 - $14,900
2015	$13,300 - $16,400
2016	$14,800 - $19,100
2017	$15,900 - $20,900
2018	$16,800 - $22,700
2019	$20,500 - $28,700
2020	$22,200 - $31,400
2021	$23,400 - $33,700
2022	$26,000 - $37,800
2023	$28,000 - $43,100

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	Poor	⌃/⇈
2015	Good	Good	⌃/⇈
2016	Good	Good	⌃/⇈
2017	Good	Good	⌃/⇈
2018	Good	Good	⌃/⇈
2019	Good	Good	⌃/⇈
2020	Good	Good	⌃/⇈
2021	Good	Good	⌃/⇈
2022	Good	Good	⌃/⇈
2023	Good	Good	⌃/⇈

Toyota Sequoia

Based on the Tundra pickup, the Sequoia offers a roomy third-row seat that folds flat into the floor, providing a large, flat cargo area. Power came from a 381-hp 5.7-liter V8 that got 15 mpg overall in our tests. Despite updates over the years the ride feels truckish, and handling is clumsy. Updates for 2018 brought an exterior freshening, a comprehensive suite of advanced safety features, and a new trim called TRD Sport. The 2023 redesign brought a smooth and punchy 437-hp, 3.4-liter turbocharged hybrid V6 powertrain paired with a 10-speed automatic that is a delight to use. But in most other ways, the SUV feels outdated, lacking the convenience of an Auto 4WD mode and the previous model's independent rear suspension, which compromises ride, handling, and third-row seat space. Handling is beyond clumsy and the ride is plagued with too much shudder and jiggle. Most trims have a 14-in. infotainment touchscreen that's a long reach away.

REDESIGN/FRESHENING:
2008, 2023

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW, AEB, BSW, and RCTW standard from 2018.

DRIVE WHEELS:
4WD; Rear

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	**'23**
Overall Reliability	*	*	*	*	*	*	*	*	*	*
Engine, Major	*	*	*	*	*	*	*	*	*	*
Engine Minor	*	*	*	*	*	*	*	*	*	*
Engine Cooling	*	*	*	*	*	*	*	*	*	*
Trans. Major	*	*	*	*	*	*	*	*	*	*
Trans. Minor	*	*	*	*	*	*	*	*	*	*
Electric Motor										
EV Battery										
EV Charging										
Drive System	*	*	*	*	*	*	*	*	*	*
Fuel System	*	*	*	*	*	*	*	*	*	*
Electrical	*	*	*	*	*	*	*	*	*	*
Climate Syst.	*	*	*	*	*	*	*	*	*	*
Suspension	*	*	*	*	*	*	*	*	*	*
Brakes	*	*	*	*	*	*	*	*	*	*
Exhaust	*	*	*	*	*	*	*	*	*	*
Paint/Trim	*	*	*	*	*	*	*	*	*	*
Noises & Leaks	*	*	*	*	*	*	*	*	*	*
Body Hardware	*	*	*	*	*	*	*	*	*	*
Power Equip.	*	*	*	*	*	*	*	*	*	*
In-Car Electr.	*	*	*	*	*	*	*	*	*	*

PRICES

2014	$17,500 - $22,500
2015	$19,100 - $25,300
2016	$20,900 - $28,400
2017	$23,200 - $33,900
2018	$27,800 - $39,900
2019	$32,000 - $45,100
2020	$39,600 - $52,900
2021	$42,400 - $57,100
2022	$44,800 - $61,500
2023	$61,600 - $87,500

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	NT	NT	NT
2015	NT	NT	NT
2016	NT	NT	NT
2017	NT	NT	NT
2018	NT	NT	NT
2019	NT	NT	NT
2020	NT	NT	NT
2021	NT	NT	NT
2022	NT	NT	NT
2023	NT	NT	NT

Toyota Sienna ✓

The Sienna's 2011 redesign gave the minivan a composed ride and refined powertrain, but interior quality and noise isolation are so-so. Fuel economy from the 3.5-liter V6 is a relatively good 20 mpg for the FWD model, while the AWD version sacrifices just 1 mpg. All three rows are roomy, with seating for up to eight. Handling is responsive and secure. Updates for 2015 included simplified controls and an updated infotainment system, and 2017 brought a new eight-speed automatic. The redesigned 2021 Sienna comes exclusively as a hybrid, with a combined 245 hp between the electric drive and the 2.5-liter four-cylinder engine. Fuel economy is superb, at 36 mpg overall. It can glide on electric power at very low speeds, but when more power is needed the gas engine gets noisy. It rides comfortably, but handling is uninspiring due to overly light steering. The infotainment touch screen is easy to use, though some controls are a far reach.

REDESIGN/FRESHENING:
2011, 2021

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags std. FCW and AEB std. from 2018. BSW and RCTW std. from 2021.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	○	○	↑	○	↑	○	↑	○	↑	↓
Engine, Major	⇈	↑	⇈	↑	⇈	⇈	⇈	⇈	⇈	⇈
Engine Minor	↑	↑	↑	↑	⇈	⇈	⇈	⇈	⇈	⇈
Engine Cooling	⇈	↑	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Trans. Major	○	⇈	⇈	↑	⇈	⇈	⇈	⇈	⇈	⇈
Trans. Minor	⇈	⇈	↑	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Electric Motor								⇈	⇈	⇈
EV Battery								↓	⇈	⇈
EV Charging										
Drive System	↓	○	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Fuel System	↑	⇈	⇈	↑	⇈	⇈	⇈	⇈	⇈	⇈
Electrical	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Climate Syst.	↑	↑	↑	↑	↑	○	⇈	↑	⇈	⇈
Suspension	○	↓	○	⇈	⇈	⇈	○	↑	⇈	⇈
Brakes	↓	○	↑	○	○	○	↑	⇈	⇈	↓
Exhaust	↑	⇈	⇈	⇈	⇈	↓	⇈	⇈	⇈	⇈
Paint/Trim	○	○	⇈	↑	⇈	↑	↑	↑	⇈	⇈
Noises & Leaks	○	↓	○	○	⇈	↑	↓	↓	↑	⇊
Body Hardware	↑	↓	↑	⇊	↓	↓	↑	↓	⇈	⇊
Power Equip.	○	⇈	↑	↓	↓	↓	↓	↑	↓	○
In-Car Electr.	↑	○	⇈	⇈	↑	↑	↑	⇈	↑	⇈

PRICES

2014	$13,300 - $17,000
2015	$14,200 - $20,100
2016	$15,400 - $22,500
2017	$17,500 - $25,000
2018	$19,100 - $28,500
2019	$23,400 - $34,600
2020	$26,600 - $39,000
2021	$34,500 - $50,600
2022	$37,700 - $53,500
2023	$42,100 - $56,500

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	NT	↑/⇈
2015	Good	Accept.	↑/⇈
2016	Good	Accept.	↑/⇈
2017	Good	Accept.	↑/⇈
2018	Good	Accept.	↑/⇈
2019	Good	Accept.	↑/⇈
2020	Good	Accept.	↑/⇈
2021	Good	Good	↑/⇈
2022	Good	Good	↑/⇈
2023	Good	Good	↑/⇈

Toyota Supra

The Supra was reborn as a focused sports car that relies on the BMW Z4 components. The extroverted two-seater is powered by an ultra-smooth and punchy 3.0-liter turbo six-cylinder engine from BMW. A four-cylinder turbo is also available. That smooth punch is routed through a slick eight-speed automatic transmission to the rear wheels. The driver can override gear choices with paddles via the steering wheel. Sport mode sharpens responses and amplifies the exhaust sound. Handling is super-responsive and agile, and the car can be playful on a track. The ride is stiff but tolerable. Getting in and out is a chore, and visibility is severely limited. The BMW iDrive infotainment system takes some getting used to but is logical. Updates for 2021 include a power boost and suspension refinements for the six-cylinder models, as well as a new four-cylinder turbo version. Also, all 2021 models get a standard 8.8-inch touch screen.

REDESIGN/FRESHENING:
2020

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2020.

DRIVE WHEELS:
Rear

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability							*	*	*	*
Engine, Major							*	*	*	*
Engine Minor							*	*	*	*
Engine Cooling							*	*	*	*
Trans. Major							*	*	*	*
Trans. Minor							*	*	*	*
Electric Motor										
EV Battery										
EV Charging										
Drive System							*	*	*	*
Fuel System							*	*	*	*
Electrical							*	*	*	*
Climate Syst.							*	*	*	*
Suspension							*	*	*	*
Brakes							*	*	*	*
Exhaust							*	*	*	*
Paint/Trim							*	*	*	*
Noises & Leaks							*	*	*	*
Body Hardware							*	*	*	*
Power Equip.							*	*	*	*
In-Car Electr.							*	*	*	*

PRICES

2014	-
2015	-
2016	-
2017	-
2018	-
2019	-
2020	$41,900 - $45,600
2021	$37,400 - $48,300
2022	$42,800 - $59,600
2023	$47,100 - $58,900

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	-	-	-
2018	-	-	-
2019	-	-	-
2020	NT	NT	NT
2021	NT	NT	NT
2022	NT	NT	NT
2023	NT	NT	NT

⇊ ↓ ! ↑ ⇈
WORSE — BETTER

✓ GOOD BET

Toyota Tacoma ✓

This hard-riding workhorse holds its value surprisingly well, making bargain-priced used Tacomas hard to find. Prior to 2016 the Tacoma used a 4.0-liter V6, which provided strong performance and competitive fuel economy. But the truck suffered from a terrible ride and an uncomfortable driving position, and lacked some modern standard safety features. Payload capacity is relatively small, but the TRD equipped trucks are excellent off-road. The 2016 redesign brought a 3.5-liter V6 engine hooked up to either a six-speed manual or a six speed automatic. Our 4WD V6 version delivered a good 19 mpg overall. Though the truck is tough as nails and delivers impressive off-road prowess, it's still primitive. The ride is stiff, handling is ponderous, the cabin is very loud, and the driving position is awkwardly low. The modern connectivity features are welcome. For 2020, the Tacoma got a mild freshening that brought thicker glass to suppress noise and an available power driver's seat.

REDESIGN/FRESHENING:
2005, 2016

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2018.

DRIVE WHEELS:
4WD; Rear

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	↑	↑	↑	↑	!	!	↑	⇈	↑	!
Engine, Major	⇈	⇈	⇈	↑	!	↑	⇈	⇈	⇈	⇈
Engine Minor	⇈	⇈	⇈	↑	⇈	⇈	⇈	⇈	⇈	⇈
Engine Cooling	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Trans. Major	⇈	⇈	⇈	↑	⇈	⇈	⇈	⇈	⇈	⇈
Trans. Minor	⇈	⇈	↑	⇈	⇈	↑	⇈	⇈	↑	⇈
Electric Motor										
EV Battery										
EV Charging										
Drive System	⇈	!	!	↑	↑	↑	⇈	⇈	⇈	↑
Fuel System	↑	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Electrical	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Climate Syst.	!	!	!	↑	!	↑	⇈	⇈	⇈	⇈
Suspension	⇈	↑	↑	!	⇈	↑	⇈	⇈	⇈	⇈
Brakes	↑	!	↑	↑	↑	↓	⇈	↑	↑	⇈
Exhaust	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Paint/Trim	⇈	⇈	↑	!	!	↑	⇈	⇈	⇈	!
Noises & Leaks	↑	↓	↑	↑	⇈	⇊	↑	⇈	!	⇈
Body Hardware	⇈	⇈	!	⇈	↓	↑	↑	⇈	⇈	!
Power Equip.	↑	⇈	⇈	⇈	⇈	⇈	↑	⇈	!	↑
In-Car Electr.	↑	↑	⇈	⇈	↑	↑	⇈	⇈	⇈	⇈

PRICES

2014	$13,600 - $21,800
2015	$16,400 - $23,700
2016	$17,000 - $27,800
2017	$18,500 - $33,100
2018	$20,200 - $35,800
2019	$21,800 - $39,100
2020	$23,000 - $41,000
2021	$24,300 - $46,300
2022	$26,000 - $50,000
2023	$27,200 - $59,100

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	NT	!/⇈
2015	Good	NT	!/⇈
2016	Good	Good	↑/⇈
2017	Good	Good	↑/⇈
2018	Good	Good	↑/⇈
2019	Good	Good	↑/⇈
2020	Good	Good	↑/⇈
2021	Good	Good	↑/⇈
2022	Good	Good	↑/⇈
2023	Good	Good	↑/⇈

Toyota Tundra ✓

The full-size Tundra offered three cab sizes and different bed lengths. Its 5.7-liter V8 was rewardingly powerful and the six-speed automatic is very smooth and responsive. We got 15 mpg overall in our tests. A V6 and a smaller 4.6-liter V8 were offered. Off-road capability and towing capacity are impressive. The truck receive an updated interior and new exterior styling as part of a 2014 freshening. Probably the biggest Tundra advantage up to 2021 was its superior reliability. A redesigned truck arrived for 2022 with coil springs and two engine choices: a turbocharged V6 offered with 358 hp or 389 hp, and a 437-hp V6 hybrid. All are paired with a smooth-shifting 10-speed automatic. We got a so-so 17 mpg overall with the 389-hp engine. The ride is relatively civilized, but handling is rather clumsy. Maximum tow capacity is 12,000 pounds with a stout payload of 1,940 pounds. The bed is made of dent- and corrosion-resistant composite material. The cabin is very roomy.

REDESIGN/FRESHENING:
2007, 2022

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2018.

DRIVE WHEELS:
4WD; Rear

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	↑	!	↑	↑	↑	↑	↑	↑	↓	↓
Engine, Major	⇈	⇈	↑	↑	⇈	⇈	⇈	⇈	↑	↑
Engine Minor	⇈	↑	↑	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Engine Cooling	⇈	⇈	↑	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Trans. Major	↑	↑	⇈	⇈	⇈	⇈	⇈	↑	⇈	⇈
Trans. Minor	⇈	⇈	⇈	⇈	⇈	⇈	⇈	↑	⇈	⇈
Electric Motor										
EV Battery										
EV Charging										
Drive System	⇈	⇊	↑	⇈	⇈	⇈	⇈	⇈	↑	⇈
Fuel System	!	↑	!	⇈	⇈	↑	↑	↑	⇈	⇈
Electrical	⇈	⇈	↑	⇈	⇈	⇈	⇈	!	⇈	⇈
Climate Syst.	⇈	⇈	⇈	⇈	!	⇈	↑	↑	↑	⇈
Suspension	↑	⇊	↑	⇈	⇈	⇈	⇈	⇈	↑	⇈
Brakes	↑	⇊	↓	⇊	↑	!	↑	↑	⇊	⇈
Exhaust	⇈	↑	⇈	⇈	⇈	↑	⇈	⇈	⇈	⇈
Paint/Trim	⇈	!	↑	↓	⇈	⇈	!	↑	⇊	⇊
Noises & Leaks	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	!	⇈
Body Hardware	⇈	↑	↑	↓	⇈	↓	↑	↑	⇊	↓
Power Equip.	⇈	⇈	⇈	⇈	!	↑	↑	↑	⇈	↑
In-Car Electr.	!	!	!	⇈	↑	⇈	↑	⇈	!	⇊

PRICES

2014	$14,900 - $25,700
2015	$17,000 - $28,800
2016	$18,200 - $31,600
2017	$20,200 - $33,500
2018	$23,300 - $38,200
2019	$25,800 - $43,300
2020	$29,300 - $45,600
2021	$32,300 - $51,900
2022	$34,200 - $73,200
2023	$36,200 - $80,500

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	Marg.	↑/⇈
2015	Good	Marg.	↑/⇈
2016	Good	Marg.	↑/⇈
2017	Good	Marg.	↑/⇈
2018	Good	Marg.	↑/⇈
2019	Good	Marg.	↑/⇈
2020	Good	Marg.	↑/⇈
2021	Good	Marg.	↑/⇈
2022	Good	Good	⇈/⇈
2023	Good	Good	⇈/⇈

Toyota Venza ✓

The original Venza had easy cabin access, a quiet interior, and a roomy rear seat. The rear hatch and large load floor aid cargo flexibility. Its refined 3.5-liter V6 engine returned a respectable 20 mpg overall. A four-cylinder was also available. Handling is secure but the steering is short on feedback, hurting agility, and the ride is stiff and jittery. Updates for 2013 included a modern infotainment system and slightly improved interior finish. A new midsized hybrid SUV with the Venza name was introduced for the 2021 model year. It's a pleasant-enough vehicle, but other than an excellent 37 mpg overall, it doesn't stand out in the midsized segment. The 2.5-liter four-cylinder engine and electric drive, shared with the RAV4 Hybrid, yield a combined output of 219 hp. All-wheel drive is standard. We found that the Venza rides comfortably and handles soundly, but tire and engine noise can be pronounced. The controls are very distracting.

REDESIGN/FRESHENING:	SAFETY EQUIPMENT:	DRIVE WHEELS:
2009, 2021	ABS, ESC, side and head protection air bags standard. FCW, AEB, BSW, and RCTW standard from 2021.	AWD; Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	↑	↑						↑	↑	⇈
Engine, Major	⇈	⇈						⇈	⇈	⇈
Engine Minor	⇈	↑						⇈	⇈	⇈
Engine Cooling	⇈	↑						⇈	⇈	⇈
Trans. Major	⇈	⇈						⇈	⇈	⇈
Trans. Minor	⇈	⇈						⇈	⇈	⇈
Electric Motor								⇈	⇈	⇈
EV Battery								↑	↑	⇈
EV Charging										
Drive System	❙	⇈						⇈	⇈	⇈
Fuel System	⇈	⇈						⇈	⇈	⇈
Electrical	❙	⇈						⇈	⇈	⇈
Climate Syst.	↑	⇈						⇈	⇈	⇈
Suspension	⇊	❙						⇈	↑	⇈
Brakes	⇊	↑						↑	⇈	⇈
Exhaust	↑	⇈						⇈	⇈	⇈
Paint/Trim	⇈	⇈						⇈	↑	⇈
Noises & Leaks	↑	↑						↑	⇈	↑
Body Hardware	⇈	❙						↑	❙	⇈
Power Equip.	↑	↑						⇈	↑	⇈
In-Car Electr.	⇈	❙						↑	⇈	↑

PRICES

2014	$11,300 - $15,200
2015	$12,400 - $16,700
2016	-
2017	-
2018	-
2019	-
2020	-
2021	$29,000 - $34,000
2022	$30,800 - $36,200
2023	$34,900 - $41,300

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	NT	↑/⇈
2015	Good	NT	↑/⇈
2016	-	-	-
2017	-	-	-
2018	-	-	-
2019	-	-	-
2020	-	-	-
2021	Good	Good	↑/⇈
2022	Good	Good	↑/⇈
2023	Good	Good	↑/⇈

Toyota Yaris

Not to be confused with the Yaris iA (based on the Mazda2), the Yaris offers excellent fuel economy of 32 mpg overall in the sedan with the automatic transmission, and 30 in the hatchback. But the driving position forces the driver to sit with arms extended and legs bent, which is annoying. We aren't fans of the center-mounted gauge cluster and the cabin's cheap fit and finish. Acceleration is adequate, but engine drone intrudes. At least the ride is compliant and handling is reasonably responsive and secure with ESC, though earlier models could be a handful. The 2012 redesign included a reworked interior, which moved the speedometer to the traditional position behind the steering wheel. However, the Yaris remained rough and very Spartan, with ho-hum handling and slow acceleration. For 2020, a hatchback returned based on the Mazda-sourced sedan. 2020 was the final year for the Yaris.

REDESIGN/FRESHENING:	SAFETY EQUIPMENT:	DRIVE WHEELS:
2012	ABS, ESC, side and head protection air bags standard. AEB standard from 2017.	Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	*	*	*	*	*	*	*			
Engine, Major	*	*	*	*	*	*	*			
Engine Minor	*	*	*	*	*	*	*			
Engine Cooling	*	*	*	*	*	*	*			
Trans. Major	*	*	*	*	*	*	*			
Trans. Minor	*	*	*	*	*	*	*			
Electric Motor										
EV Battery										
EV Charging										
Drive System	*	*	*	*	*	*	*			
Fuel System	*	*	*	*	*	*	*			
Electrical	*	*	*	*	*	*	*			
Climate Syst.	*	*	*	*	*	*	*			
Suspension	*	*	*	*	*	*	*			
Brakes	*	*	*	*	*	*	*			
Exhaust	*	*	*	*	*	*	*			
Paint/Trim	*	*	*	*	*	*	*			
Noises & Leaks	*	*	*	*	*	*	*			
Body Hardware	*	*	*	*	*	*	*			
Power Equip.	*	*	*	*	*	*	*			
In-Car Electr.	*	*	*	*	*	*	*			

PRICES

2014	$7,200 - $9,500
2015	$8,100 - $10,600
2016	$9,200 - $12,100
2017	$10,800 - $13,900
2018	$10,800 - $16,400
2019	$12,100 - $14,800
2020	$13,400 - $18,500
2021	-
2022	-
2023	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	Marg.	↑/⇈
2015	Good	Marg.	↑/⇈
2016	Good	Marg.	↑/⇈
2017	Good	Marg.	↑/⇈
2018	Good	Marg.	↑/NT
2019	Good	Good	⇈/⇈
2020	Good	Good	⇈/⇈
2021	-	-	-
2022	-	-	-
2023	-	-	-

⇊ ↓ ● ↑ ⇈ ✓
WORSE — BETTER GOOD BET

Volkswagen Atlas, Atlas Cross Sport

Volkswagen's Atlas is a formidable competitor among three-row SUVs, putting size and functionality front and center. The Atlas drives well, with a comfortable ride and surprisingly agile handling for its size. The cabin is quiet and very accommodating, including a true third-row seat that's fit for adults. A unique, effortlessly articulating second row allows a clear access path to the way back. The controls are a model of clarity, with an easy-to-use infotainment system. Though the V6 engine and smooth eight-speed automatic make the Atlas feel lively during everyday driving, its acceleration trails competitors and its 20 mpg overall fuel economy is not outstanding. Towing capacity is a generous 5,000 pounds. A freshening for 2021 included expanding the availability of the 2.0-liter turbo four-cylinder engine with all-wheel-drive. The five-passenger Atlas Cross Sport is an edgier take on the Atlas and shares its underpinnings and engine choices.

REDESIGN/FRESHENING:	SAFETY EQUIPMENT:	DRIVE WHEELS:
2018	ABS, ESC, side and head protection air bags standard. FCW, AEB, BSW, and RCTW standard from 2019.	AWD; Front

RELIABILITY HISTORY

	'14	'15	'16	'17	**'18**	'19	'20	'21	'22	'23
Overall Reliability					↓	●	*	⇊	●	*
Engine, Major					↓	⇈	*	⇈	⇈	*
Engine Minor					↓	⇈	*	⇊	⇈	*
Engine Cooling					↓	●	*	⇈	⇈	*
Trans. Major					⇈	⇈	*	⇈	⇈	*
Trans. Minor					↑	⇈	*	⇈	⇈	*
Electric Motor										
EV Battery										
EV Charging										
Drive System					↓	⇈	*	●	↓	*
Fuel System					⇈	⇈	*	⇈	⇈	*
Electrical					●	⇈	*	⇈	⇈	*
Climate Syst.					⇊	●	*	●	⇈	*
Suspension					⇈	↓	*	⇈	↓	*
Brakes					⇈	⇊	*	⇊	↓	*
Exhaust					⇊	⇊	*	⇈	⇈	*
Paint/Trim					⇊	↑	*	⇊	⇈	*
Noises & Leaks					⇊	⇈	*	⇊	⇈	*
Body Hardware					⇊	↑	*	⇊	⇈	*
Power Equip.					⇊	↑	*	⇊	⇈	*
In-Car Electr.					⇊	⇈	*	⇊	⇊	*

PRICES

2014	-
2015	-
2016	-
2017	-
2018	$16,300 - $23,300
2019	$19,500 - $27,700
2020	$21,900 - $32,000
2021	$23,600 - $37,300
2022	$29,400 - $41,300
2023	$32,400 - $43,500

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	-	-	-
2018	Good	Good	⇈/⇈
2019	Good	Good	⇈/⇈
2020	Good	Good	⇈/⇈
2021	Good	Good	⇈/⇈
2022	Good	Good	↑/⇈
2023	Good	Good	↑/⇈

Volkswagen Beetle

The Beetle is available as a hatchback or convertible. We found the ride composed and handling fairly nimble, but the high roofline and expansive windshield make it hard to block the sun. The rear is cramped, though the seats fold for increased cargo space. Various engines have been available, including an anemic base four-cylinder that was replaced by a gruff and thirsty five-cylinder; a couple of turbocharged four-cylinders; and a four-cylinder turbodiesel. The Beetle was redesigned for 2012, with a more normal driving position. While the ride is acceptable, it's a bit unsettled. Handling is responsive but not sporty, and it gets sloppy in demanding conditions. Wind noise is excessive and visibility is limited. For 2018, a 2.0-liter turbo became standard, and the manual transmission was dropped. 2019 was the Beetle's final production run.

REDESIGN/FRESHENING:	SAFETY EQUIPMENT:	DRIVE WHEELS:
2012	ABS, ESC, and side air bags standard. BSW and RCTW standard from 2019.	Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	*	*	*	*	*	●				
Engine, Major	*	*	*	*	*	⇈				
Engine Minor	*	*	*	*	*	⇊				
Engine Cooling	*	*	*	*	*	⇈				
Trans. Major	*	*	*	*	*	⇈				
Trans. Minor	*	*	*	*	*	⇈				
Electric Motor										
EV Battery										
EV Charging										
Drive System	*	*	*	*	*	⇈				
Fuel System	*	*	*	*	*	⇈				
Electrical	*	*	*	*	*	⇈				
Climate Syst.	*	*	*	*	*	↑				
Suspension	*	*	*	*	*	⇈				
Brakes	*	*	*	*	*	⇈				
Exhaust	*	*	*	*	*	⇈				
Paint/Trim	*	*	*	*	*	⇈				
Noises & Leaks	*	*	*	*	*	⇈				
Body Hardware	*	*	*	*	*	●				
Power Equip.	*	*	*	*	*	⇊				
In-Car Electr.	*	*	*	*	*	⇊				

PRICES

2014	$8,400 - $13,600
2015	$10,300 - $16,600
2016	$12,300 - $21,500
2017	$14,400 - $21,400
2018	$17,200 - $23,600
2019	$18,800 - $28,800
2020	-
2021	-
2022	-
2023	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	Marg.	↑/⇈
2015	Good	Marg.	↑/⇈
2016	Good	Marg.	↑/⇈
2017	Good	Marg.	↑/⇈
2018	Good	Marg.	↑/NT
2019	Good	Marg.	↑/NT
2020	-	-	-
2021	-	-	-
2022	-	-	-
2023	-	-	-

Volkswagen CC, Arteon

The CC, a four-door coupe version of the VW Passat, is enjoyable to drive, thanks to its agile and responsive handling and attractive cabin. But style trumps function here, with less interior space, worse visibility, and more difficult access than the regular Passat. It seats only four, limiting its practicality further. The taut ride is compliant and composed, particularly on the highway. The 2.0-liter turbocharged four-cylinder engine pulls strongly and returns 24 mpg; a 3.6-liter V6 and all-wheel drive are optional. The bespoke interior is very well-finished, but some controls are awkward to use or hard to read. The Arteon, a practical, sporty, and well-appointed hatchback with a coupe-like exterior profile replaced the CC starting 2019. Our testers praised its prompt acceleration, confidence in corners, and pleasant but firm ride, even on rough roads.

REDESIGN/FRESHENING:
2009, 2019

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW, AEB, BSW, and RCTW standard from 2019.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	**'19**	'20	'21	'22	'23
Overall Reliability	*	*	*	*		*	*	*	*	*
Engine, Major	*	*	*	*		*	*	*	*	*
Engine Minor	*	*	*	*		*	*	*	*	*
Engine Cooling	*	*	*	*		*	*	*	*	*
Trans. Major	*	*	*	*		*	*	*	*	*
Trans. Minor	*	*	*	*		*	*	*	*	*
Electric Motor										
EV Battery										
EV Charging										
Drive System	*	*	*	*		*	*	*	*	*
Fuel System	*	*	*	*		*	*	*	*	*
Electrical	*	*	*	*		*	*	*	*	*
Climate Syst.	*	*	*	*		*	*	*	*	*
Suspension	*	*	*	*		*	*	*	*	*
Brakes	*	*	*	*		*	*	*	*	*
Exhaust	*	*	*	*		*	*	*	*	*
Paint/Trim	*	*	*	*		*	*	*	*	*
Noises & Leaks	*	*	*	*		*	*	*	*	*
Body Hardware	*	*	*	*		*	*	*	*	*
Power Equip.	*	*	*	*		*	*	*	*	*
In-Car Electr.	*	*	*	*		*	*	*	*	*

PRICES

2014	$6,500 - $10,700
2015	$7,500 - $12,200
2016	$7,900 - $14,100
2017	$11,200 - $13,200
2018	-
2019	$18,100 - $25,900
2020	$19,400 - $28,100
2021	$21,700 - $31,500
2022	$25,000 - $34,700
2023	$28,000 - $37,000

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	Marg.	NT
2015	Good	Marg.	NT
2016	Good	Marg.	NT
2017	Good	Marg.	NT
2018	-	-	-
2019	Good	Good	NT
2020	Good	Good	NT
2021	Good	Good	NT
2022	Good	Good	NT
2023	Good	Good	NT

Volkswagen Eos

The Eos convertible can be considered the successor to the Volkswagen Cabrio. It's a Jetta-based four-seater equipped with a folding metal hard top. One novel feature for a convertible is a built-in sunroof that can be opened when the hardtop is closed. The seats are comfortable and interior fit and finish is impressive. Power comes from a 2.0-liter, turbocharged four-cylinder, with Volkswagen's responsive sequential-shift DSG transmission. The EOS ceased production after the 2016 model year.

REDESIGN/FRESHENING:
2007

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard.

DRIVE WHEELS:
Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	*	*	*							
Engine, Major	*	*	*							
Engine Minor	*	*	*							
Engine Cooling	*	*	*							
Trans. Major	*	*	*							
Trans. Minor	*	*	*							
Electric Motor										
EV Battery										
EV Charging										
Drive System	*	*	*							
Fuel System	*	*	*							
Electrical	*	*	*							
Climate Syst.	*	*	*							
Suspension	*	*	*							
Brakes	*	*	*							
Exhaust	*	*	*							
Paint/Trim	*	*	*							
Noises & Leaks	*	*	*							
Body Hardware	*	*	*							
Power Equip.	*	*	*							
In-Car Electr.	*	*	*							

PRICES

2014	$10,000 - $11,000
2015	$13,400 - $14,700
2016	$15,500 - $15,500
2017	-
2018	-
2019	-
2020	-
2021	-
2022	-
2023	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	NT	NT
2015	Good	NT	NT
2016	Good	NT	NT
2017	-	-	-
2018	-	-	-
2019	-	-	-
2020	-	-	-
2021	-	-	-
2022	-	-	-
2023	-	-	-

Volkswagen Golf

The Golf has long been solid, practical, and fun-to-drive. Versions with the diesel engine get great fuel economy, and they have among the lowest depreciation of any cars, making them very cheap to own. The impressive 2010 redesign saw the Golf gain responsive handling, a comfortable ride, impressive interior quality, and supportive seats. In 2015 a smoother and more refined 1.8-liter four-cylinder turbo replaced the five-cylinder engine. Soft-touch materials and quality components upgrade the passenger experience considerably. A wagon and a high-performance AWD Golf R were also added to the lineup. USB ports were finally added for 2016 as well as available keyless access and push-button start. The Alltrack, an AWD wagon with a raised ride height, was new for 2017. A 1.4-liter engine became standard in 2019. 2021 was the final year for the regular Golf. The performance AWD Golf R returned for 2022 with a 315-hp, 2.0-liter turbo engine.

REDESIGN/FRESHENING:
2010, 2015, 2022

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW, AEB, BSW, and RCTW standard from 2019.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	*	I	↓	↓	↓	I	*	*	*	
Engine, Major	*	↑	↓	⇊	⇊	⇈	*	*	*	
Engine Minor	*	⇈	⇊	I	⇈	⇈	*	*	*	
Engine Cooling	*	⇈	⇊	⇈	⇈	⇈	*	*	*	
Trans. Major	*	⇊	⇈	⇈	⇊	I	*	*	*	
Trans. Minor	*	⇈	⇊	⇈	⇈	⇈	*	*	*	
Electric Motor										
EV Battery										
EV Charging										
Drive System	*	⇈	⇈	I	⇈	I	*	*	*	
Fuel System	*	⇈	⇊	⇊	⇈	⇈	*	*	*	
Electrical	*	↓	I	⇈	⇈	I	*	*	*	
Climate Syst.	*	↑	⇊	⇊	⇊	⇈	*	*	*	
Suspension	*	↑	I	I	⇈	I	*	*	*	
Brakes	*	⇈	⇊	↓	⇊	⇈	*	*	*	
Exhaust	*	↓	⇊	⇈	⇈	⇈	*	*	*	
Paint/Trim	*	⇈	↓	⇊	⇊	⇈	*	*	*	
Noises & Leaks	*	↑	⇊	⇊	⇈	⇈	*	*	*	
Body Hardware	*	⇈	↓	⇊	↓	⇈	*	*	*	
Power Equip.	*	I	⇊	I	⇈	↑	*	*	*	
In-Car Electr.	*	↑	I	⇈	⇈	⇈	*	*	*	

PRICES

2014	$8,500 - $10,200
2015	$7,000 - $18,400
2016	$9,700 - $19,600
2017	$12,100 - $20,500
2018	$12,700 - $26,300
2019	$14,500 - $30,600
2020	$17,000 - $17,600
2021	$17,900 - $18,900
2022	$42,800 - $44,000
2023	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	NT	NT
2015	Good	Good	NT
2016	Good	Good	↑/⇈
2017	Good	Good	↑/⇈
2018	Good	Good	↑/⇈
2019	Good	Good	↑/⇈
2020	Good	Good	↑/⇈
2021	Good	Good	↑/⇈
2022	Good	Good	NT
2023	-	-	-

Volkswagen Golf Sportwagen

The SportWagen is a practical and enjoyable to drive small wagon. In our tests of the 1.8-liter turbo paired with a six-speed automatic, we got 28 mpg overall. In 2017 Volkswagen turned the Golf SportWagen into the Alltrack small-SUV, equipping it with standard all-wheel drive and slightly increased ground clearance. Despite the rugged posturing, the Alltrack truly triumphs on the road. Sharp steering and quick reflexes make it fun to drive. The ride is a touch firm but compliant and the cabin is quiet. Expect 25 mpg overall from the 1.8-liter turbo four. Great visibility, supportive seats, and simple controls are welcome, but modest dimensions limit rear-seat and cargo space. For 2019, the 1.8-liter engine is replaced by a 147-hp 1.4-liter turbo, mated to either a six-speed manual or an eight-speed automatic transmission. 2019 was the final year for the wagon.

REDESIGN/FRESHENING:
2015

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	*	I	↓	↓	↓	I	*	*	*	
Engine, Major	*	↑	↓	⇊	⇊	⇈	*	*	*	
Engine Minor	*	⇈	⇊	I	⇈	⇈	*	*	*	
Engine Cooling	*	⇈	⇊	⇈	⇈	⇈	*	*	*	
Trans. Major	*	⇊	⇈	⇈	⇊	I	*	*	*	
Trans. Minor	*	⇈	⇊	⇈	⇈	⇈	*	*	*	
Electric Motor										
EV Battery										
EV Charging										
Drive System	*	⇈	⇈	I	⇈	I	*	*	*	
Fuel System	*	⇈	⇊	⇊	⇈	⇈	*	*	*	
Electrical	*	↓	I	⇈	⇈	I	*	*	*	
Climate Syst.	*	↑	⇊	⇊	⇊	⇈	*	*	*	
Suspension	*	↑	I	I	⇈	I	*	*	*	
Brakes	*	⇈	⇊	↓	⇊	⇈	*	*	*	
Exhaust	*	↓	⇊	⇈	⇈	⇈	*	*	*	
Paint/Trim	*	⇈	↓	⇊	⇊	⇈	*	*	*	
Noises & Leaks	*	↑	⇊	⇊	⇈	⇈	*	*	*	
Body Hardware	*	⇈	↓	⇊	↓	⇈	*	*	*	
Power Equip.	*	I	⇊	I	⇈	↑	*	*	*	
In-Car Electr.	*	↑	I	⇈	⇈	⇈	*	*	*	

PRICES

2014	-
2015	$9,700 - $13,000
2016	$11,300 - $12,800
2017	$12,800 - $16,300
2018	$13,600 - $17,100
2019	$16,200 - $18,600
2020	-
2021	-
2022	-
2023	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	NT	NT
2015	Good	Good	NT
2016	Good	Good	↑/⇈
2017	Good	Good	↑/⇈
2018	Good	Good	↑/⇈
2019	Good	Good	↑/⇈
2020	Good	Good	↑/⇈
2021	Good	Good	↑/⇈
2022	Good	Good	NT
2023	-	-	-

Volkswagen GTI

The GTI excels at combining hatchback practicality, a fairly civilized ride, and relatively quiet cabin with super-agile handling, a crisp shifter, and invigorating exhaust note. The all-wheel-drive Golf R is more powerful, but not that much more enjoyable. Fit and finish is very good and the torso-hugging sports seats are supportive yet comfortable. The 2015 update kept the excitement but upgraded the interior with luxurious materials, comfortably supportive seats, and a comprehensive and easy-to-use infotainment system. Look for a mid-level trim to get the HID headlights, as they perform much better than the standard halogens. Changes for 2018 include a 10-hp bump and a standard start/stop system for DSG-equipped models. Updates for 2019 included another increase in horsepower and a seven-speed DSG replaced the six-speed. The 2020 model year got a lot of standard safety equipment.

REDESIGN/FRESHENING:
2015, 2022

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW, AEB, and BSW standard from 2020.

DRIVE WHEELS:
Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	*	↓	↓	↓	↓	○	*	*	*	*
Engine, Major	*	⇊	↓	⇊	⇈	○	*	*	*	*
Engine Minor	*	○	⇊	⇈	⇊	○	*	*	*	*
Engine Cooling	*	⇊	↓	↑	↓	⇈	*	*	*	*
Trans. Major	*	⇊	⇈	⇊	⇊	⇈	*	*	*	*
Trans. Minor	*	⇈	⇈	⇈	⇈	↓	*	*	*	*
Electric Motor										
EV Battery										
EV Charging										
Drive System	*	⇈	○	↓	⇈	⇈	*	*	*	*
Fuel System	*	⇊	○	↓	⇊	⇈	*	*	*	*
Electrical	*	○	○	↓	⇈	⇈	*	*	*	*
Climate Syst.	*	⇈	○	↑	⇈	⇈	*	*	*	*
Suspension	*	⇈	↑	↑	⇈	⇊	*	*	*	*
Brakes	*	↑	⇈	↑	↑	⇈	*	*	*	*
Exhaust	*	⇈	⇈	⇈	↓	⇈	*	*	*	*
Paint/Trim	*	↓	⇈	⇈	⇈	○	*	*	*	*
Noises & Leaks	*	↑	⇊	⇊	○	○	*	*	*	*
Body Hardware	*	↓	○	⇈	⇈	⇈	*	*	*	*
Power Equip.	*	↑	↓	○	○	↑	*	*	*	*
In-Car Electr.	*	⇈	⇈	↓	⇈	⇈	*	*	*	*

PRICES

2014	$11,200 - $12,900
2015	$11,600 - $14,000
2016	$13,400 - $16,500
2017	$16,000 - $19,500
2018	$19,000 - $23,600
2019	$21,500 - $26,600
2020	$22,300 - $27,900
2021	$23,400 - $29,700
2022	$27,800 - $35,300
2023	$28,800 - $37,000

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	NT	NT
2015	Good	Good	NT
2016	Good	Good	↑/⇈
2017	Good	Good	↑/⇈
2018	Good	Good	↑/⇈
2019	Good	Good	↑/⇈
2020	Good	Good	↑/⇈
2021	Good	Good	↑/⇈
2022	Good	Good	NT
2023	Good	Good	NT

Volkswagen Jetta

The Jetta has always been a beautifully finished, sharp-handling premium small car. The 2011 redesign brought a spacious rear seat, but it also has cheaper interior materials than in the previous generation and lost some of the crispness of its handling. The car has been improved gradually since then. A hybrid debuted in 2013, and got 37 mpg. New for 2016 was a refined and energetic 1.4-liter turbo four-cylinder that got 32 mpg overall in our testing. The seventh generation 2019 Jetta has easy-to-use controls, great fuel economy, and a roomy cabin. The 1.4-liter turbo and eight-speed automatic feel a bit sleepy at times, but deliver responsive acceleration and an excellent 34 mpg overall. The ride is absorbent and handling is competent, but a bit dull. The cabin is relatively quiet. Most versions come with synthetic leather seats and automatic climate controls. For 2022, the 1.4-liter turbo four-cylinder engine was replaced by a 1.5-liter turbo.

REDESIGN/FRESHENING:
2011, 2019

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW and AEB standard from 2022.

DRIVE WHEELS:
Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	⇊	↓	↓	○	*	○	↑	⇊	*	*
Engine, Major	⇊	↑	↓	⇈	*	↑	⇈	⇈	*	*
Engine Minor	⇊	↑	↓	⇈	*	○	⇈	⇈	*	*
Engine Cooling	○	⇈	⇈	⇈	*	⇈	⇈	⇈	*	*
Trans. Major	⇊	○	⇊	↑	*	↑	⇈	⇊	*	*
Trans. Minor	○	↓	⇈	⇈	*	↑	⇈	⇈	*	*
Electric Motor										
EV Battery										
EV Charging										
Drive System	○	⇈	⇊	⇈	*	⇈	⇈	⇈	*	*
Fuel System	⇊	⇊	⇊	⇈	*	⇊	⇊	⇈	*	*
Electrical	⇊	⇊	⇈	⇈	*	↑	⇈	⇊	*	*
Climate Syst.	○	↑	↓	↑	*	↓	⇊	⇊	*	*
Suspension	⇊	○	⇊	○	*	○	⇈	⇈	*	*
Brakes	↓	↑	↓	○	*	↑	⇈	⇊	*	*
Exhaust	⇊	↓	⇈	↑	*	⇈	⇈	⇈	*	*
Paint/Trim	○	↑	⇈	⇈	*	⇈	⇈	⇈	*	*
Noises & Leaks	⇊	⇈	↓	↑	*	○	⇊	↓	*	*
Body Hardware	↑	↓	⇈	⇊	*	↓	⇈	⇈	*	*
Power Equip.	↑	⇊	○	○	*	⇈	○	⇊	*	*
In-Car Electr.	⇈	○	⇊	⇊	*	↑	↑	⇊	*	*

PRICES

2014	$4,800 - $11,000
2015	$7,300 - $12,300
2016	$8,800 - $13,500
2017	$10,600 - $15,900
2018	$12,000 - $18,600
2019	$14,600 - $22,600
2020	$15,700 - $24,200
2021	$17,100 - $27,200
2022	$17,900 - $28,700
2023	$19,100 - $30,400

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	Marg.	↑/⇈
2015	Good	Good	↑/⇈
2016	Good	Good	↑/⇈
2017	Good	Good	↑/⇈
2018	Good	Good	↑/⇈
2019	Good	Good	↑/⇈
2020	Good	Good	↑/⇈
2021	Good	Good	↑/⇈
2022	Good	Good	↑/⇈
2023	Good	Good	↑/⇈

⇊ ↓ ● ↑ ⇈ ✓
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Volkswagen Passat

Volkswagen's midsized sedan has a comfortable ride, capable handling, and a spacious interior. The turbo four-cylinder got good fuel economy, the car feels solid and substantial with comfortable seats, and the trunk is massive. For 2014, a 1.8-liter turbo four-cylinder replaced the base five-cylinder to improve fuel economy and refinement. The top-line SEL V6 offers plenty of power and plusher accommodations than lower-trim Passats. The 2020 redesign carries over the prior generation's platform and powertrain but helps keep pace with the competition. The ride is firm, and absorbs bumps decently. The 2.0-liter, turbo four-cylinder and six-speed automatic deliver power effortlessly, but fuel economy trails the competition. The front seats are comfortable and the rear seat is spacious, and we found the controls and infotainment system are easy to use. 2022 was the final year for the Passat.

REDESIGN/FRESHENING:
2012, 2020

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW, AEB, BSW, and RCTW standard from 2019.

DRIVE WHEELS:
Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	**'20**	'21	'22	'23
Overall Reliability	↓	↓	●	●	●	*	*	*	*	
Engine, Major	↓	↑	↓	●	⇈	*	*	*	*	
Engine Minor	●	⇊	⇊	⇈	⇈	*	*	*	*	
Engine Cooling	⇈	●	⇈	⇈	⇈	*	*	*	*	
Trans. Major	⇈	↑	⇈	⇈	⇈	*	*	*	*	
Trans. Minor	⇈	⇈	●	⇈	⇈	*	*	*	*	
Electric Motor										
EV Battery										
EV Charging										
Drive System	↑	●	↑	↑	⇈	*	*	*	*	
Fuel System	⇊	↑	⇈	↑	⇊	*	*	*	*	
Electrical	●	⇊	⇈	↑	⇈	*	*	*	*	
Climate Syst.	⇊	⇊	⇊	↑	⇈	*	*	*	*	
Suspension	●	⇊	↑	↑	⇈	*	*	*	*	
Brakes	⇊	⇈	⇈	⇊	↑	*	*	*	*	
Exhaust	↑	↑	⇈	↑	⇈	*	*	*	*	
Paint/Trim	↓	●	⇈	⇈	↓	*	*	*	*	
Noises & Leaks	↑	●	⇈	↑	⇈	*	*	*	*	
Body Hardware	●	⇊	⇈	⇈	↓	*	*	*	*	
Power Equip.	⇊	⇈	↑	●	⇊	*	*	*	*	
In-Car Electr.	⇊	●	↓	⇊	⇊	*	*	*	*	

PRICES

2014	$6,600 - $9,100
2015	$7,500 - $11,000
2016	$9,200 - $14,600
2017	$12,100 - $17,100
2018	$13,800 - $20,200
2019	$17,100 - $19,500
2020	$17,100 - $22,900
2021	$18,800 - $23,400
2022	$23,800 - $28,100
2023	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	Accept.	⇈/⇈
2015	Good	Accept.	⇈/⇈
2016	Good	Good	↑/⇈
2017	Good	Good	↑/⇈
2018	Good	Good	↑/⇈
2019	Good	Good	↑/⇈
2020	Good	Good	↑/⇈
2021	Good	Good	●/⇈
2022	Good	Good	●/⇈
2023	-	-	-

Volkswagen Taos

The Volkswagen Taos small SUV slots beneath the Tiguan. The 1.5-liter turbocharged four-cylinder engine, coupled with a dual-clutch automatic transmission on AWD versions delivers uneven acceleration. There is a huge delay initially, followed by a burst of power, which makes it hard to drive smoothly. Front-wheel-drive versions get a conventional transmission and drive more smoothly. Handling is nimble and the ride is firm yet civilized. Shorter than the Tiguan, the Taos still has an enormous rear seat, but cargo space is smaller. Outward visibility is unobstructed. Upscale amenities, such as a digital instrument cluster and a panoramic roof are available.

REDESIGN/FRESHENING:
2022

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW, AEB, and BSW standard from 2020.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	**'22**	'23
Overall Reliability									⇊	*
Engine, Major									⇊	*
Engine Minor									↓	*
Engine Cooling									⇈	*
Trans. Major									↑	*
Trans. Minor									⇊	*
Electric Motor										
EV Battery										
EV Charging										
Drive System									⇈	*
Fuel System									⇊	*
Electrical									⇊	*
Climate Syst.									↑	*
Suspension									⇈	*
Brakes									⇊	*
Exhaust									⇈	*
Paint/Trim									⇈	*
Noises & Leaks									⇊	*
Body Hardware									●	*
Power Equip.									⇊	*
In-Car Electr.									⇊	*

PRICES

2014	-
2015	-
2016	-
2017	-
2018	-
2019	-
2020	-
2021	-
2022	$20,600 - $27,825
2023	23,550 - $31,125

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	-	-	-
2018	-	-	-
2019	-	-	-
2020	-	-	-
2021	-	-	-
2022	Good	Good	↑/⇈
2023	Good	Good	↑/⇈

Volkswagen Tiguan

The Tiguan bridges the gap between compact and luxury-compact SUVs. We like the quiet cabin, roomy rear seat, and excellent fit and finish, and the front seats are very supportive. However, cargo room was quite modest. Handling is agile and secure, and the ride is comfortable, although beware of versions with the 19-inch tires; they're noisier and ride stiffly. The smooth 2.0-liter, turbo four-cylinder got 20 mpg overall in our tests. For 2012, the Tiguan got a mild freshening, resulting in a boost in fuel economy. The second-generation Tiguan debuted for 2018, grew from one of the smallest to the largest in the segment, and offered a third-row seat. The cabin is among the quietest in the segment, with just a bit of engine noise when revved. Fuel economy improved to 25 mpg overall, but the Tiguan feels slow. Handling is capable and secure, and the ride is comfortable.

REDESIGN/FRESHENING:
2009, 2018

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW, AEB, BSW, and RCTW standard from 2020.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	*	*	↓	↓	⇊	!	↑	↓	↓	↓
Engine, Major	*	*	⇊	⇊	⇊	↑	⇈	↓	⇈	⇈
Engine Minor	*	*	⇈	⇊	↓	⇈	⇈	⇈	!	⇈
Engine Cooling	*	*	⇈	⇈	↓	⇈	⇈	⇈	⇈	⇈
Trans. Major	*	*	⇈	⇊	⇈	⇈	⇈	⇈	↑	⇈
Trans. Minor	*	*	⇈	⇈	!	↑	⇈	⇈	!	⇈
Electric Motor										
EV Battery										
EV Charging										
Drive System	*	*	⇈	↓	⇊	⇈	⇈	⇈	↑	⇈
Fuel System	*	*	⇊	⇊	⇊	!	⇈	⇈	↑	⇈
Electrical	*	*	⇊	⇈	⇊	⇈	⇈	⇈	⇈	⇈
Climate Syst.	*	*	⇈	⇈	⇈	!	⇈	⇈	⇈	⇊
Suspension	*	*	↓	⇈	⇊	↑	↑	⇊	⇈	⇈
Brakes	*	*	⇊	⇈	!	⇊	⇊	↓	⇈	⇈
Exhaust	*	*	↓	⇈	⇈	↑	⇈	⇈	↑	↓
Paint/Trim	*	*	⇈	⇈	↓	⇈	⇈	⇈	⇈	⇈
Noises & Leaks	*	*	⇊	↓	⇊	⇊	↓	!	⇈	⇈
Body Hardware	*	*	⇈	↓	⇊	⇈	⇈	↓	⇈	↓
Power Equip.	*	*	↓	⇊	⇊	↓	⇈	⇈	↓	⇈
In-Car Electr.	*	*	⇊	⇊	↓	!	↑	↑	⇊	!

PRICES

2014	$7,300 - $10,200
2015	$8,300 - $11,900
2016	$9,700 - $13,200
2017	$10,200 - $15,200
2018	$13,500 - $19,200
2019	$15,900 - $23,400
2020	$17,600 - $26,300
2021	$19,900 - $29,400
2022	$22,200 - $30,600
2023	$25,100 - $33,500

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	Marg.	!/⇈
2015	Good	Marg.	!/⇈
2016	Good	Marg.	!/⇈
2017	Good	Marg.	!/⇈
2018	Good	Good	NT/⇈
2019	Good	Good	NT/⇈
2020	Good	Good	NT/⇈
2021	Good	Good	NT/⇈
2022	Good	Good	NT/⇈
2023	Good	Good	NT/⇈

Volkswagen Touareg

The Touareg's 2011 redesign was a huge improvement in making the SUV agile, solid, comfortable, and plush. On regular roads the ride is compliant, though a bit jiggly at low speeds. The interior is very quiet. Handling is responsive, with sharp steering. The cargo area is slightly smaller than the Passat wagon's and many controls are overly complicated. The 3.6-liter V6 has a lot of weight to move, but it provides sufficient performance. However, it's on the slow side for this class, and gets only 15 mpg in mixed driving on premium fuel. Changes for 2016 included vented seats for the V6 Lux versions, a power-adjustable steering column, adaptive cruise control and lane-keeping assist for the V6 Executive model. The Hybrid and TDI versions were dropped after 2015. The Touareg was discontinued after the 2017 model year.

REDESIGN/FRESHENING:
2011

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags standard. FCW, AEB, and BSW standard from 2017.

DRIVE WHEELS:
AWD

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	*	*	*	*						
Engine, Major	*	*	*	*						
Engine Minor	*	*	*	*						
Engine Cooling	*	*	*	*						
Trans. Major	*	*	*	*						
Trans. Minor	*	*	*	*						
Electric Motor										
EV Battery										
EV Charging										
Drive System	*	*	*	*						
Fuel System	*	*	*	*						
Electrical	*	*	*	*						
Climate Syst.	*	*	*	*						
Suspension	*	*	*	*						
Brakes	*	*	*	*						
Exhaust	*	*	*	*						
Paint/Trim	*	*	*	*						
Noises & Leaks	*	*	*	*						
Body Hardware	*	*	*	*						
Power Equip.	*	*	*	*						
In-Car Electr.	*	*	*	*						

PRICES

2014	$9,600 - $16,500
2015	$12,500 - $19,100
2016	$15,200 - $19,900
2017	$16,600 - $21,200
2018	-
2019	-
2020	-
2021	-
2022	-
2023	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	NT	NT
2015	Good	NT	NT
2016	Good	NT	NT
2017	Good	NT	NT
2018	-	-	-
2019	-	-	-
2020	-	-	-
2021	-	-	-
2022	-	-	-
2023	-	-	-

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WORSE ⟝ BETTER GOOD BET

Volvo S60

The S60's 2011 redesign made the car much nicer, with agile handling and a taut, steady ride. The standard T5 is pretty lively but the top-level T6 is quicker and more refined. Rear and side visibility are problematic. The interior is quiet and well-finished, and the front seats are very comfortable. In 2015 the V60 wagon version was added. Updates for 2016 included a new Inscription model, which added almost three inches of rear leg room and other high-end trim bits. The redesigned 2019 model is quiet, has an elegant interior, and comfortable seats. The T5's energetic turbo four-cylinder drives the front wheels and returned 26 mpg overall in our tests. The T6 brings AWD, plus a more powerful engine. The ride is stiff and handling is sound but unexceptional. Unfortunately, the S60 (and V60 wagon) is plagued with Volvo's unintuitive infotainment system, which requires too much swiping, tapping, and eyes off the road.

REDESIGN/FRESHENING:	SAFETY EQUIPMENT:	DRIVE WHEELS:
2011, 2019	ABS, ESC, side and head protection air bags std. FCW and AEB std. from 2019. BSW and RCTW standard from 2021.	AWD; Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	**'19**	'20	'21	'22	'23
Overall Reliability	*	⇊	↓	↑	↓	↓	⇊	↑	*	*
Engine, Major	*	⇊	⇊	!	↓	⇈	⇈	⇈	*	*
Engine Minor	*	↓	!	⇈	⇈	⇈	⇊	⇈	*	*
Engine Cooling	*	↑	⇈	⇈	⇈	⇈	↓	⇈	*	*
Trans. Major	*	⇈	⇈	⇈	↓	⇈	⇈	⇈	*	*
Trans. Minor	*	⇈	⇈	⇈	⇈	⇈	⇈	⇈	*	*
Electric Motor										
EV Battery										
EV Charging										
Drive System	*	↓	!	⇈	⇈	⇈	↓	⇈	*	*
Fuel System	*	↑	!	↑	⇈	⇈	⇈	⇈	*	*
Electrical	*	⇊	⇊	!	↓	⇈	↓	⇈	*	*
Climate Syst.	*	⇊	!	⇈	⇊	⇊	⇊	⇈	*	*
Suspension	*	⇊	!	⇈	⇈	⇈	⇈	⇈	*	*
Brakes	*	!	⇈	⇊	↑	⇊	⇊	!	*	*
Exhaust	*	⇊	⇈	⇈	⇈	⇈	⇈	⇈	*	*
Paint/Trim	*	↑	⇈	⇈	⇈	⇈	⇈	⇈	*	*
Noises & Leaks	*	⇊	!	⇈	⇈	⇈	⇈	⇈	*	*
Body Hardware	*	↑	⇈	⇈	⇈	⇈	⇈	⇈	*	*
Power Equip.	*	⇊	!	⇈	⇊	⇈	⇊	⇊	*	*
In-Car Electr.	*	↑	↑	!	↑	!	⇊	⇈	*	*

PRICES

2014	$8,200 - $15,500
2015	$8,500 - $17,500
2016	$9,600 - $19,800
2017	$13,500 - $22,500
2018	$16,700 - $24,200
2019	$20,500 - $32,000
2020	$23,600 - $43,400
2021	$24,800 - $44,800
2022	$27,500 - $48,600
2023	$34,300 - $57,700

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	Good	⇈/⇈
2015	Good	Good	⇈/⇈
2016	Good	Good	⇈/⇈
2017	Good	Good	⇈/⇈
2018	Good	Good	⇈/⇈
2019	Good	Good	NT
2020	Good	Good	↑/⇈
2021	Good	Good	↑/⇈
2022	Good	Good	↑/⇈
2023	Good	Good	↑/⇈

Volvo S80, S90

Volvo's flagship sedan was never a top contender in its class. It has lots of interior room and secure handling, but some controls are awkward. Volvo redesigned the S80 for 2007. The top trim has a V8 engine and all-wheel drive, while the front-wheel-drive models use a 3.2-liter six or a 3.0-liter turbo six. The rear seat is smaller than in the previous generation, the ride was stiff, and some controls remained confusing. Optional advanced driver assistance systems include blind spot warning and active cruise control. The S80 was replaced from 2017 with the all-new S90. It was available with two different turbo four-cylinder engines with different power output and all-wheel drive. We recorded a decent 23 mpg overall. The S90 has a roomy, well-finished interior, but the ride is and the controls are complex. The V90 is the wagon version.

REDESIGN/FRESHENING:	SAFETY EQUIPMENT:	DRIVE WHEELS:
2007, 2017	ABS, ESC, side and head protection air bags std. FCW, AEB, and BSW std. from 2017. RCTW standard from 2018.	AWD; Front

RELIABILITY HISTORY

	'14	'15	'16	**'17**	'18	'19	'20	'21	'22	'23
Overall Reliability	*	*	*	*	↓	*	*	*	*	*
Engine, Major	*	*	*	*	⇈	*	*	*	*	*
Engine Minor	*	*	*	*	⇈	*	*	*	*	*
Engine Cooling	*	*	*	*	↓	*	*	*	*	*
Trans. Major	*	*	*	*	⇈	*	*	*	*	*
Trans. Minor	*	*	*	*	⇈	*	*	*	*	*
Electric Motor										
EV Battery										
EV Charging										
Drive System	*	*	*	*	⇈	*	*	*	*	*
Fuel System	*	*	*	*	⇊	*	*	*	*	*
Electrical	*	*	*	*	↓	*	*	*	*	*
Climate Syst.	*	*	*	*	⇊	*	*	*	*	*
Suspension	*	*	*	*	!	*	*	*	*	*
Brakes	*	*	*	*	⇊	*	*	*	*	*
Exhaust	*	*	*	*	⇈	*	*	*	*	*
Paint/Trim	*	*	*	*	⇈	*	*	*	*	*
Noises & Leaks	*	*	*	*	⇊	*	*	*	*	*
Body Hardware	*	*	*	*	⇈	*	*	*	*	*
Power Equip.	*	*	*	*	⇈	*	*	*	*	*
In-Car Electr.	*	*	*	*	↑	*	*	*	*	*

PRICES

2014	$8,100 - $9,700
2015	$8,400 - $13,500
2016	$10,500 - $11,600
2017	$14,500 - $17,700
2018	$17,200 - $26,700
2019	$19,700 - $32,000
2020	$27,700 - $38,700
2021	$32,700 - $43,700
2022	$35,900 - $48,800
2023	$48,300 - $59,000

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	Good	NT
2015	Good	Good	NT
2016	Good	Good	NT
2017	Good	Good	NT
2018	Good	Good	NT
2019	Good	Good	NT
2020	Good	Good	NT
2021	Good	Good	NT
2022	Good	Good	NT
2023	Good	Good	NT

Volvo XC40 ✓

The Volvo XC40 T5 trim we tested came standard with AWD and a 248-hp turbocharged four-cylinder engine that packs a decent punch. Front-wheel-drive T4 versions use a 187-hp turbo engine. Like other Volvos, the ride is stiff, and the engine has a coarse growl. But the controls, such as the electronic gear selector and infotainment system, are unintuitive and frustrating to operate. Handling is mundane but secure. The cabin is nicely furnished and the front seats are very comfortable. Automatic emergency braking is standard. Other available features include rear cross-traffic alert with braking assist, 360-degree camera, adaptive cruise control and lane-keep assist. Volvo's semi-self-driving Pilot Assist system is offered as an option. It combines steering assistance and adaptive cruise control to try to make driving easier.

REDESIGN/FRESHENING:	SAFETY EQUIPMENT:	DRIVE WHEELS:
2019	ABS, ESC, side and head protection air bags standard. FCW and AEB standard.	AWD; Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability						↑	⇈	↑	↓	○
Engine, Major						⇈	⇈	⇈	○	⇈
Engine Minor						⇈	⇈	⇈	⇈	⇈
Engine Cooling						⇈	⇈	⇈	⇈	⇈
Trans. Major						⇈	⇈	⇈	⇈	⇈
Trans. Minor						⇈	⇈	⇈	⇈	⇈
Electric Motor										
EV Battery										
EV Charging										
Drive System						⇈	⇈	⇈	⇈	⇈
Fuel System						⇈	⇈	⇈	⇈	⇈
Electrical						⇈	⇈	⇈	⇈	○
Climate Syst.						⇈	⇈	↑	⇈	⇈
Suspension						⇈	⇈	⇈	⇈	⇈
Brakes						⇊	⇈	⇈	⇈	○
Exhaust						⇈	⇈	⇈	⇈	⇈
Paint/Trim						⇈	⇈	↓	⇈	⇈
Noises & Leaks						○	⇈	⇈	○	⇈
Body Hardware						⇈	⇈	⇈	⇈	⇈
Power Equip.						⇈	⇊	⇈	○	○
In-Car Electr.						↓	○	↓	○	⇊

PRICES

2014	-
2015	-
2016	-
2017	-
2018	-
2019	$20,200 - $25,000
2020	$21,700 - $27,700
2021	$24,200 - $30,200
2022	$26,800 - $33,400
2023	$30,800 - $45,700

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	-	-	-
2015	-	-	-
2016	-	-	-
2017	-	-	-
2018	-	-	-
2019	Good	Good	NT
2020	Good	Good	⇈/⇈
2021	Good	Good	⇈/⇈
2022	Good	Good	⇈/⇈
2023	Good	Good	⇈/⇈

Volvo XC60

The XC60 is a compact, upscale SUV that feels solid and substantial, but it isn't particularly sporty. The ride is stiff but handling is responsive and secure at its limits. The 281-hp, 3.0-liter turbo six-cylinder performs well, but fuel economy is a mediocre 17 mpg overall. Most exterior noises are well suppressed. The cabin is attractively finished with high-quality materials and offers integrated child booster seats in the rear seat. The seats are well shaped and comfortable but rear leg room is a bit tight. The 2018 redesign included an elegant interior, but the controls were confusing, the ride was unduly stiff, and the engine sounded unpolished when revved. The 2.0-liter turbo four-cylinder returned 23 mpg overall. For 2019, a less expensive front-drive only version was available. Other changes for 2020 included a new 12.3-inch display in the instrument panel showing information such as navigation directions, telephone and road signs.

REDESIGN/FRESHENING:	SAFETY EQUIPMENT:	DRIVE WHEELS:
2010, 2018	ABS, ESC, side and head protection air bags std. FCW and AEB std. from 2018. BSW and RCTW standard from 2021.	AWD; Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	*	↓	○	⇈	↓	○	↓	↓	↓	↓
Engine, Major	*	⇊	↓	⇈	↑	⇈	⇈	⇈	○	⇈
Engine Minor	*	⇊	⇊	○	⇈	⇈	⇈	⇈	○	⇈
Engine Cooling	*	⇊	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Trans. Major	*	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Trans. Minor	*	⇈	○	⇈	⇈	⇈	⇈	⇈	⇈	⇈
Electric Motor										
EV Battery										
EV Charging										
Drive System	*	○	↑	⇈	⇈	⇈	○	⇈	⇈	⇈
Fuel System	*	⇊	⇊	○	↑	⇊	○	⇈	⇈	⇈
Electrical	*	⇊	○	⇈	↑	⇈	⇈	⇈	○	⇈
Climate Syst.	*	⇊	⇊	⇈	⇊	⇊	⇊	⇈	○	⇊
Suspension	*	↑	⇈	⇈	↑	⇈	⇈	⇈	⇈	⇈
Brakes	*	⇊	↑	⇈	⇊	⇊	⇊	⇊	⇈	⇈
Exhaust	*	⇊	⇈	⇈	↑	⇈	⇈	⇈	⇈	⇈
Paint/Trim	*	⇈	⇈	⇈	↑	⇈	⇈	⇈	⇈	○
Noises & Leaks	*	↑	⇈	↑	↑	⇈	↑	⇊	⇊	○
Body Hardware	*	⇈	⇈	⇈	↑	⇈	↑	○	⇈	⇈
Power Equip.	*	⇊	○	↑	⇊	⇈	⇊	↓	⇊	⇊
In-Car Electr.	*	○	↓	↓	⇊	⇈	↓	○	⇊	⇊

PRICES

2014	$10,100 - $12,400
2015	$8,300 - $14,900
2016	$9,500 - $16,300
2017	$12,800 - $18,100
2018	$22,100 - $29,000
2019	$21,100 - $34,700
2020	$25,200 - $42,500
2021	$27,500 - $46,300
2022	$33,100 - $53,100
2023	$35,300 - $65,600

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	Good	⇈/⇈
2015	Good	Good	⇈/⇈
2016	Good	Good	⇈/⇈
2017	Good	Good	⇈/⇈
2018	Good	Good	NT
2019	Good	Good	NT
2020	Good	Good	⇈/⇈
2021	Good	Good	⇈/⇈
2022	Good	Good	⇈/⇈
2023	Good	Good	⇈/⇈

⏬ 🔽 ❗ 🔼 ⏫ ✓
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Volvo XC70

The XC70 Cross Country was an SUV-like raised wagon, available with all-wheel drive. The standard five-cylinder engine was available with a turbocharger, which improved acceleration dramatically. In our tests of the XC70, the ride was stiff and unsettled, and handling was short on agility. The front seats provided excellent comfort. The roomy interior offered an optional third-row seat. The 2008 redesign dropped the third row. Engine choices included two six-cylinder engines: a base 3.2-liter and a turbocharged 3.0. Performance is adequate, but the XC70 averaged just 18 mpg. The XC70 was dropped after 2016.

REDESIGN/FRESHENING:
2011

SAFETY EQUIPMENT:
ABS, ESC, side, and head protection airbags standard.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'14	'15	'16	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	*	🔽	🔽							
Engine, Major	*	⏬	⏬							
Engine Minor	*	⏫	⏫							
Engine Cooling	*	⏫	⏫							
Trans. Major	*	⏫	⏫							
Trans. Minor	*	🔽	⏫							
Electric Motor										
EV Battery										
EV Charging										
Drive System	*	⏬	⏬							
Fuel System	*	❗	🔼							
Electrical	*	⏬	⏬							
Climate Syst.	*	🔼	⏫							
Suspension	*	🔽	🔼							
Brakes	*	⏬	🔼							
Exhaust	*	⏫	⏫							
Paint/Trim	*	⏫	⏫							
Noises & Leaks	*	⏫	🔼							
Body Hardware	*	⏫	🔼							
Power Equip.	*	⏬	❗							
In-Car Electr.	*	⏬	❗							

PRICES

2014	$10,200 - $14,500
2015	$11,000 - $19,600
2016	$13,800 - $20,200
2017	-
2018	-
2019	-
2020	-
2021	-
2022	-
2023	-

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	NT	NT	NT
2015	NT	NT	NT
2016	NT	NT	NT
2017	-	-	-
2018	-	-	-
2019	-	-	-
2020	-	-	-
2021	-	-	-
2022	-	-	-
2023	-	-	-

Volvo XC90

Pre-2016 XC90s were roomy but thirsty for fuel. The 2016 redesign made the XC90 a well-equipped three-row SUV. It came standard with a 2.0-liter four-cylinder turbo and was available with front- or all-wheel drive. Our tested turbo and supercharged version delivered decent punch and returned 20 mpg overall, but had a raspy sound. All versions use an eight-speed automatic. Handling is commendable, but the ride is stiff, though the optional air suspension makes it more comfortable. The interior is quiet, plush, and modern, with super comfortable seats. But the touchscreen infotainment system is unintuitive. Changes for 2020 included a new 12.3-inch display in the instrument panel showing information such as navigation directions, telephone and road signs. Also, the battery size for the plug-in hybrid increased to 11.6 kWh.

REDESIGN/FRESHENING:
2003, 2016

SAFETY EQUIPMENT:
ABS, ESC, side and head protection air bags std. FCW and AEB std. from 2016. BSW and RCTW standard from 2018.

DRIVE WHEELS:
AWD; Front

RELIABILITY HISTORY

	'14	'15	**'16**	'17	'18	'19	'20	'21	'22	'23
Overall Reliability	*	*	⏬	🔽	🔽	⏬	🔽	*	*	*
Engine, Major	*	*	⏬	🔽	⏫	❗	⏫	*	*	*
Engine Minor	*	*	⏬	⏫	🔼	⏫	⏫	*	*	*
Engine Cooling	*	*	⏫	⏫	⏫	❗	⏫	*	*	*
Trans. Major	*	*	⏫	⏫	⏫	⏫	⏫	*	*	*
Trans. Minor	*	*	⏫	🔽	⏫	⏫	⏫	*	*	*
Electric Motor										
EV Battery										
EV Charging										
Drive System	*	*	⏫	⏬	🔼	❗	⏫	*	*	*
Fuel System	*	*	⏬	⏬	❗	⏫	⏫	*	*	*
Electrical	*	*	⏬	⏫	🔼	⏫	⏫	*	*	*
Climate Syst.	*	*	🔽	⏬	⏬	⏬	⏬	*	*	*
Suspension	*	*	🔼	⏬	🔼	⏬	⏬	*	*	*
Brakes	*	*	⏬	⏬	⏬	⏬	⏬	*	*	*
Exhaust	*	*	⏫	⏫	❗	⏫	❗	*	*	*
Paint/Trim	*	*	⏬	⏫	⏬	❗	⏫	*	*	*
Noises & Leaks	*	*	⏬	❗	🔽	⏬	⏬	*	*	*
Body Hardware	*	*	⏬	🔽	⏬	⏫	⏫	*	*	*
Power Equip.	*	*	⏬	⏬	⏫	🔽	❗	*	*	*
In-Car Electr.	*	*	⏬	⏬	❗	🔽	❗	*	*	*

PRICES

2014	$10,200 - $13,100
2015	-
2016	$14,900 - $21,500
2017	$17,200 - $28,900
2018	$20,300 - $36,400
2019	$25,300 - $47,300
2020	$28,400 - $42,200
2021	$31,900 - $49,400
2022	$37,900 - $56,800
2023	$45,700 - $67,300

CRASH-TEST RESULTS

Model year	IIHS Frontal	IIHS Small Overlap	NHTSA Front/ Side
2014	Good	Good	NT
2015	NT	NT	NT
2016	Good	Good	⏫/⏫
2017	Good	Good	⏫/⏫
2018	Good	Good	⏫/⏫
2019	Good	Good	⏫/⏫
2020	Good	Good	⏫/⏫
2021	Good	Good	⏫/⏫
2022	Good	Good	⏫/⏫
2023	Good	Good	⏫/⏫

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